

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 13.

LONDON, SATURDAY, NOVEMBER 21, 1835.

Price 7d.

**PROSPECTUS of a RAILWAY between GRAVESEND, Rochester, Chatham, and Strand, being a continuation of the London and Greenwich and Great Eastern Railways, will appear shortly.**  
ROWLINSON, WYCHE, and HOWARD, Solicitors.  
No. 1, Leadenhall-street.  
Nov. 2, 1835.

**MEXICAN COMPANY.**  
The Directors of this Company having, under and by virtue of the powers vested in them by the Deed of Constitution, made a call of Two pounds per share on each and every of the Shares of the Company, the Proprietors are required to pay the same to Messrs. Masterman, Peters and Co. No. 35, Nicholas-lane, Lombard-street, to the account of the Trustees of the Company, on or before the 7th of December next.  
J. M. MAUDE, Secretary.  
21, Great Winchester-street, 6th November, 1835.

**PENOLDS GOLD MINING ASSOCIATION.**  
A Half Yearly General Meeting of Proprietors of this Company, held pursuant to advertisement, at the North and South American Coffee-house, on Monday, the 2nd November inst.  
THOMAS BROWN HORSLEY, Esq., in the Chair.  
The Report of the Directors, with the Accounts, were submitted to the Meeting, and it was unanimously resolved that the same be received and approved, and entered upon the Minute Book of the Company.  
Upon a motion that the same should be printed and circulated among the Proprietors, an amendment was moved, and which amendment was carried unanimously. That the report of the Directors and the proceedings of the day be inserted in the MINING JOURNAL. Thanks having been voted to the Chairman and Directors, the Meeting adjourned.  
London, 2d November, 1835. GEORGE MORGAN, Sec.

**LANDSALE COLLIERY.**  
TO BE LET, and entered upon at Lady-day, 1836, Chatton COLLIERY, LIMESTONE QUARRIES, and LIMESTONE, in the county of Northumberland. The concern is current going, with an established trade, and may be examined by applying to the Manager on the premises. Mr. Hugh Taylor will supply any further requisite information, and receive proposals until the 16th November.—Earlston, October 23, 1835.

**COPIAPO MINING COMPANY.**  
NOTICE IS HEREBY GIVEN, that the THIRD INSTALLMENT of 2l. 10s. on the Shares of the above Company becomes due on the 12th inst.; Shareholders are requested to pay the same to Messrs. Williams, Deacon, and Co., Birchin-lane. The Scrip Certificates must be taken to the Bankers to be paid.  
By the Laws of the Company, any call remaining unpaid Fifteen Days after the same is due, will subject such shares to forfeiture.  
No. 22, Austin Friars, By Order of the Directors,  
2d Nov., 1835. FRED. GRELLET, Secretary.

**REDMOOR CONSOLIDATED MINING COMPANY.**  
THE Managers of this Company hereby give Notice to the Shareholders, that they have called for a further instalment of TEN SHILLINGS per share, which is to be paid to Messrs. Bosanquet and Co. the Bankers of the Company, 73, Lombard-street, on or before the 25th day of November next; and the rules of the Company, if the said instalment be not paid within One Calendar Month after the said 25th day of November next, the Shares in respect of which instalment shall remain unpaid, are liable to forfeiture. Each Shareholder is required to leave the Banker's receipt with the Certificates at the Office for today, in order that the payment of the instalment may be entered thereon.  
By order of the Managers, RICH. THOMAS, Secretary.  
Redmoor Consolidated Mining Company's Office, Cashion-court, Old Broad-street, 29th October, 1835.

**EUROPEAN GAS COMPANY.**  
THE Directors of the EUROPEAN GAS COMPANY hereby give Notice, that all Shares on which the second instalment of 2l. 10s. per share is due, the 1st of September is not paid are liable to forfeiture, the Directors beg to call the attention of the Shareholders to the signing of the Deed of Settlement, as all Shares in respect of which the Deed remains unsigned, are not transferable.  
GIBBONS MERLE, Sec.  
No. 1, New Broad-street, Nov. 1, 1835.

**BIRMINGHAM, BRISTOL, and THAMES JUNCTION RAILWAY.**  
To connect the Birmingham and Great Western Railways with the south-western districts of the Metropolis, and communicate with the River Thames, through the medium of the Kensington Canal. Capital £150,000, in 7,500 Shares of £20 each. Deposit £1 per Share.

**PROVISIONAL COMMITTEE.**  
Samuel Becheroff, Esq.  
John Britton, Esq., F.R.S.  
Frederick Burnet, Esq.  
Joseph Carpus, Esq., F.R.S.  
Thomas Gibson, Esq.  
William Gunton, Esq.  
Wm. Kinnaird Jenkins, Esq.  
Henry Lund, Esq.  
Wm. Mountford Nurse, Esq.  
Robert Playfair, Esq.  
Curtis Reid, Esq.  
Henry Whitehead Esq.  
With power to add to their number.  
Bankers—The London and Westminster Bank, Throgmorton-street, and Waterloo-place.  
Solicitors—Messrs. Blunt, Roy, Blunt, and Duncan.  
Engineers—William Hosking, Esq., F.S.A.  
Surveyors—Messrs. John and Alfred White.  
Secretary, pro tem.—Mr. John Thompson.  
Offices, 18, Austinfriars.

The prominent advantages appertaining to this Railway are, that the line from London-green, where the great inland railways unite to the Hammersmith-road, or the basin of the Kensington canal, will pass through the property of only one different proprietor, and in no instance will interfere with any private lands, or require the demolition of a single dwelling-house, that by its connection with the Kensington canal goods may be delivered within one tide at any point along the whole course of the river on both sides, through London down to the Thames and the London Docks, thereby greatly improving the river side, and accommodation is provided to all the populous and wealthy south-western districts of the metropolis for passengers to and from those great railways. The point of union with the London and Birmingham Railways is 3 miles and a half from the termination at Somers-town; whilst, by the proposed communication, it is only 3 miles from the western parts of the metropolis, and two tunnels are provided.  
In like manner a saving of at least twelve hours and of considerable expense is effected by the carriage of goods to the Thames and the adjoining docks, wharves, and warehouses, in lieu of proceeding from Camden-town to the river, by the only other mode of communication for the railways with the river.  
Applications for shares to be made by letter, post paid, to the Bankers and Solicitors of the Committee, and to the Secretary, at the office of the Company, 18, Austinfriars, London.

**LONDON and BIRMINGHAM RAILWAY—RAILWAY CARRIAGES.**  
The Board of Directors of the London and Birmingham and Great Western Railways Companies hereby offer the following Premiums for MODELS or DRAWINGS of RAILWAY CARRIAGES of the first class, viz. £500. for the approved plan, and 100l. for the next.  
Models or drawings must be deposited at the office of the London and Birmingham Company, 83, Cornhill, London, on or before the 1st day of January next. The description of carriage known as the first class may be ascertained by application at the offices of the London and Birmingham Company in London, Birmingham, and Liverpool.  
Models or drawings for which the premiums are awarded will be retained; others will be returned on application.  
By order.  
Secretaries of the Board of Directors of the London and Birmingham Railway Company.  
C. R. MOORSOM, }  
G. B. MOORSOM, }  
7, 6, 1835.

**COMBAMARTIN LEAD, SILVER, and COPPER MINES.**  
THESE celebrated Mines, which produced such immense revenues to several of the British Monarchs and private individuals, were first opened in 1292, and have since been worked at four different periods, with great success, until the year 1799; but all the respective adventurers were under the necessity of abandoning them, from want of machinery of sufficient power to enable them to work the same. Three other attempts have been made down to 1835 by successive adventurers, but the same fate as their predecessors. The treasures remaining undiscovered in the immediate neighbourhood is by experienced miners and geologists considered inexhaustible. It is resolved by a company to be called "Combamartin and North Devon Mining Company," to enter the same immediately, and erect a steam engine of sufficient power to clear the water at a depth from 50 to 100 fathoms deeper than the ancient system; by which trial, it is confidently expected the promised adventurers will reap a rich reward by the speculation. The company's prospectuses may be had at Barfield's Library, 11, Abchurch-lane, London; at the principal Booksellers at Cardiff and Newport; Mr. Mundy, Old Bath Bank, Mr. Bentley, Somerset, John-street, Bristol; Brown's Commercial Tavern, 10, Clifton; Crown Inn, Cheltenham; and Red Lion, Bull and Mouth-lane, London; at the Copper Co.'s Office, Hayle; at the principal Inns in Plymouth and Falmouth; and of Captain Richard Moreau, East Wheel Friendship near Totnes, Devon.

Any gentleman or lady that should feel inclined to take shares in the Combamartin Mining concern, are requested to forward their names and number of shares, (if in London and the neighbourhood,) to Mr. LOVELL, 15, Staining near the New Post Office; in the Country, to Mr. THOMAS, at the Mines, on the 30th of November instant.  
London, November 14th, 1835.

### MEMORIAL OF LORD DE DUNSTANVILLE.

AT A MEETING of the COMMITTEE, holden on WEDNESDAY, the 4th of November, 1835.

LORD BOSCAWEN, in the Chair.  
The Committee for the Erection of a MEMORIAL to the late LORD DE DUNSTANVILLE having determined to recommend to the next General Meeting the erection of a PILLAR, or other conspicuous object on Carnbra Hill,

That a Subscription for this purpose be immediately opened; and that the surplus thereof, after the erection of such Pillar, shall be applied to the establishment of a CHARITABLE FUND for the benefit of natives of Cornwall, to be called the DUNSTANVILLE FUND.  
That the several Bankers throughout the County be requested to receive Subscriptions, and that the early attention of the public be earnestly called to the subject.

That designs for the proposed Memorial be requested, and that they be forwarded before the next GENERAL MEETING, which will be held on WEDNESDAY, the 9th of DECEMBER NEXT, to Mr. W. M. TWEEDY, Truro.

(Signed) BOSCAWEN ROSE, CHAIRMAN.

N. B. For the information of Architects not acquainted with the county, the Committee would state that Carnbra is a rough granite ridge, extending about three quarters of a mile in length, nearly parallel with the high road, rising into three points, of which the centre is the highest, and on this it is proposed to erect the Memorial. The eastern summit is crowned by the remains of an ancient Castle. The central summit is nearly 400 feet above the level of the road, and about three quarters of a mile distant from it on the base line.

SUBSCRIPTIONS TO THE MEMORIAL:—	
Davies Gilbert	100 0 0
Lord Boscawen	100 0 0
Edward Collins	200 0 0
J. Hearle Tremayne	200 0 0
Sir Charles Lemon, Bart.	100 0 0
J. T. Coryton	50 0 0
Rev. George Treweek	25 0 0
S. and R. Davey	50 0 0
Benjamin Sampson	50 0 0
Benjamin Sampson, Junr.	25 0 0
Edward Rodd, D.D.	10 0 0
W. Reynolds	25 0 0
W. M. Tweedy	10 0 0
J. B. Praed	50 0 0
W. T. Praed	25 0 0
H. English, for the Dunstanville Fund	10 10 0
W. Paul, Junr.	10 0 0
Rev. C. W. Woodley	5 0 0

AT A numerous MEETING of the SHAREHOLDERS of the COMMERCIAL STEAM PACKET COMPANY, holden at the London Tavern this day, CHARLES BLEADEN, Esq., in the chair; the following resolutions were unanimously agreed to:—  
That the very able and satisfactory Report of the Directors, made to this Meeting, be received, and that the same be printed for the information of the Shareholders, and for general distribution.  
That the highly satisfactory report of the auditors, read this day to the Meeting, be received and passed, and that the recommendation of the Directors, respecting a dividend, be adopted.

That this Meeting feel highly gratified at the prosperous state and advancement of the Company, and collectively and individually pledge themselves to use their best endeavours to enable the Directors forthwith to lay down two or more vessels of the first class.  
That the best thanks of this Meeting are eminently due, and are hereby cordially offered, to the Board of Directors, for the strict attention, industry, and perseverance exhibited by them in conducting the general management of the company.

That this Meeting do cordially unite with the Board of Directors in thanking the gentlemen of the Committee for their assiduous exertion, and acknowledge with pleasure how much they feel indebted to the Auditors for their valuable services, and the gratifying result of their labours.  
That the thanks of this Meeting be likewise due, and are hereby given to the Secretary, for his unwearied exertions in promoting the best interests of the Company.

CHARLES BLEADEN, Chairman.

That the thanks of this Meeting be not only justly due, but highly deserved, and are therefore, hereby given, to the Chairman, for his upright, manly, and impartial conduct in the Chair.  
October 30, 1835.

**SOUTH AUSTRALIAN COMPANY.**—Capital £500,000, in Shares of £50 each, with power to increase it to £1,000,000. Deposit £5 per Share.

**DIRECTORS.**  
G. F. Angus, Esq.  
Charles Hindley, Esq., M.P.  
John Hull, Esq.  
James Hyde, Esq.  
Henry Kingscote, Esq.  
John Pirie, Esq., Alderman  
John Ruddle, Esq., M.P.  
Thomas Smith, Esq.  
James Russell Todd, Esq.  
Henry Wymouth, Esq.  
Auditors—D. T. Johnson, Esq., W. U. Sims, Esq.  
Bankers—Messrs. Ladbroke and Co.  
Solicitors—Messrs. Bartlett and Beddome.  
Samuel Stephens, Esq., Colonial Manager.  
Edward Hill, Esq., Secretary pro tem.

The Legislature having passed an Act To empower His Majesty to erect South Australia into a British Province, or Provinces, and to provide for the Colonization and Government thereof, a number of Gentlemen have been induced, from the valuable privileges which this bill confers upon the proposed colony, the central and important locality assigned as its territory, the salubrity of its climate, and the richness of its soil, to form a Joint Stock Company, for the purchase and improvement of land, laying out farms, building wharfs and warehouses, establishing a whale and seal fishery, and such other purposes as may appear desirable, consequently 13,770 acres have already been purchased of the Commissioners under the Colonization Act, and an additional contract for 20,000 more entered into. These purchases give the Company the right of renting 340,000 acres of land for pasturage at less than one farthing per acre.  
A number of shares have already been disposed of, and persons wishing to become subscribers, may apply to the bankers, Messrs. Ladbroke and Co., Bank-buildings, the Solicitors, Messrs. Bartlett and Beddome, 27, Nicholas-lane; and the Secretary, at the Company's Office, 19, Bishopsgate-street-within, where prospectuses and other information may be obtained.—October 9.

**COAL MINES TO BE LET.**

AT HINDLEY and WESTHAUGHTON in the COUNTY of LANCASTER.  
TO BE LET, and may be entered upon immediately, all the SEAMS, MINES, and BEDS of COAL, situate, lying, and being, under Two Farms within the townships of Hindley and Westhaughton, in the County of Lancaster, belonging to THOMAS LAGU, Esq.

The Hindley Estate contains 199. 0r. 26p. of Land, statute measure, and is in the occupation of Miss Hampton. The Mines have been proved, and consist of Six Veins or Seams of Coal, of superior quality, well known in the neighbourhood.  
The upper Mine upon the Crop is two feet thick, and lies about 21 yards deep; the second Mine is one foot thick, and about 49 yards deep; the third Mine is four feet ten inches thick, and about 54 yards deep; and the fourth is seven feet thick, and about 73 yards deep. And upon the deep, the first Mine is two feet six inches thick, and lies six yards deep; the second Mine is six feet thick and supposed to contain about six statute acres; and lies about 33 yards deep; the third Mine is two feet thick and about 65 yards deep; the fourth Mine is one foot thick, and about 65 yards deep; the fifth Mine is four feet ten inches thick, and about 101 yards deep; and the sixth Mine is seven feet thick, and about 122 yards deep.  
The above Estate, under which these Mines lie, is situate about five miles from Wigan, seven from Bolton, sixteen from Manchester, twelve from Warrington, and two from Leigh. It is within a short distance of the North Union Railway, near to good Turnpike roads, the Leeds and Liverpool Canal passes near the estate, and, by these means, a good, ready and cheap mode of conveyance of the Coal to any part of the county is afforded.  
The Westhaughton Estate contains 21a. 0r. 4p. of Land, statute measure, and is in the occupation of Nathaniel Gregory. These Mines have also been proved, and consist of Four Veins or Seams of superior solidifying Coals.

The upper Mine upon the Crop is four feet thick, and lies about 19 yards deep; the second Mine is two feet thick, and about 33 yards deep; the third is seven inches thick, and lies four inches below the last Mine; and the fourth is thirteen inches thick, and lies eight inches below the last. And upon the deep, the upper Mine is two feet thick, and lies about 30 yards deep; and the three other Mines lie the same under it as stated in the boring upon the crop.  
The above property is near to good roads, at a short distance from the Bolton and Leigh Railway, and within six miles of Bolton, four of Wigan, two and a half of Leigh, and fifteen of Manchester.

The respective tenants will show the property under which the Coals are situate; and all further particulars may be had by applying to THOMAS WARRE, Land Agent and Surveyor, Newton, near Warrington.

**THE HAYLE RAILWAY COMPANY.**  
Office, Rectory-House, London Wall.

NOTICE IS HEREBY GIVEN, that at a MEETING of the BOARD of DIRECTORS of the HAYLE RAILWAY COMPANY, held at the Office of the Company as above, on Tuesday, the 10th day of November, 1835, it was resolved unanimously, that a CALL of TEN POUNDS PER SHARE be now made, payable by two instalments, viz. 5l. per Share on or before the 20th inst., and the remaining 5l. per Share on or before the 14th December next; the same to be paid to Messrs. Bannan and Co., the Bankers of the Company.  
Nov. 10, 1835. HENRY ENGLISH, Secretary.

SHORTLY WILL BE PUBLISHED,  
Price 5s., No. VIII, of the  
**MINING REVIEW;**

**JOURNAL OF MINERALOGY, METALLURGY, AND GEOLOGY.**  
CONTAINING  
A variety of Original Articles on Scientific Subjects; Reviews of New Works, an extensive Miscellanea of Natural Philosophy; together with Reports of the Proceedings of Public Companies; and full Tabular Details of Mining Affairs. Sold by Simpkin and Marshall, Stationers'-court; and to be had of all Booksellers in the United Kingdom.

\* \* \* "The Mining Review appears to be most skillfully conducted, combining in its pages every species of information bearing on the subject it professes to attend to."

**THE COAL TRADE.**  
This Day is published, in octavo, price 12s. boards.  
THE History and Description of Fossil Fuel, the Collieries, and Coal Trade of Great Britain. By the Author of the "Treatise on the Manufacture in Metal," in Dr. Lardner's Cyclopaedia. Illustrated with wood cuts.  
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ROYSTON and BROWN 40, Old Broad-street, London.

**GRAVESEND and DOVER RAILWAY.** Capital £1,000,000, in 20,000 SHARES of £50 each. Deposit £1 per Share.  
In continuation of the London, Greenwich, and Gravesend Railway.  
(To be incorporated by Act of Parliament.)

**PROVISIONAL DIRECTORS.**  
R. D. Neave, Esq.  
O. T. Alcock, Esq.  
John Brothers, Esq.  
Capt. Henry Jones.  
Robert Page, Esq.  
George Walker, Esq.  
Charles Perkins, Esq.  
Thomas Philipotts, Esq.  
(With power to add to their number.)  
BANKERS—Messrs. Spooner, Attwoods, and Co.  
ENGINEER—George Landmann, Esq.  
ASSISTANT ENGINEER—John Herepath, Esq.  
SURVEYOR—George Smith, Esq.  
SOLICITOR—James Vallance, Esq.  
SECRETARY—Colin Smith, Esq., pro tem.  
The importance of continuing the line of road from Gravesend to Dover is too well understood, and so manifest that it needs no further description to prove the general advantages which will be obtained by carrying it into effect.  
A Company is, therefore, formed for the purpose of taking such measures as may be necessary to procure an Act of Parliament next Session. The surveys necessary for that purpose are nearly completed.  
For further particulars apply at the office, No. 23, Cornhill.

**LONDON and BLACKWALL RAILWAY, (with branches to the East and West India Docks), and EAST NAVIGATION DEPOSIT COMPANY** Capital £600,000, in 12,000 Shares of 50l. each.—Deposit 3l. per share.  
**DIRECTORS.**  
EDMUND CALVERT, Esq.  
CRAWFORD DAVIDSON, Esq.  
Wm. EDWARDS PARKER, Esq.  
ARCHIBALD HASTIE, Esq.  
FREDERICK MANGLES, Esq.  
CHARLES E. MANGLES, Esq.  
JOHN NARRITT, Esq.  
Wm. ROUTH, Esq.  
EDWARD STUART, Esq.  
JOHN THACHER, Esq.  
JOSEPH WILKINSON, Esq.  
FRANCIS WILSON, Esq.  
JAMES YOUNG, Esq.  
(With power to add to their number.)  
TREASURER—HENRY KINGSFOTE, Esq.  
ENGINEER—GEORGE STEPHENSON, Esq.  
Surveyors—PHILIP HARDWICK, Esq., R. L. JONES, Esq., and J. S. HAMMOCK, Esq.  
Bankers—Messrs. LAURENCE and Co., and Mr. T. BROWNE.  
The Subscribers are requested to exchange the Bankers' Receipts for Certificates, and to sign the parliamentary contract forthwith, at the Office of the Company, 16, Bishopsgate-street Within.

By order of the Board, C. H. WINFIELD, Sec.  
16, Bishopsgate-street Within, Oct. 24.

**GREAT NORTHERN RAILWAY.**—Offices, 25, Bucklersbury, London.—London to York, Cambridge, Lincoln, Selby and Norwich.—At a Meeting of the Inhabitants of BURY ST. EDMUND'S and its Neighbourhood, holden at the Guildhall, in Bury, on Wednesday, the 21st of October, 1835.

ABRAHAM GALL, Esq., Alderman of Bury, in the Chair.  
Resolved, That applications being about to be made to Parliament, with a view to the formation of a Railroad from London to Norwich, this Meeting is impressed with the great importance to this town and neighbourhood of such a Railroad passing in the line proposed by the Great Northern Railway Company, according to the surveys made by Mr. Gibbs, inasmuch as it appears by the report that it is shorter by 10 miles than the other proposed line; it will cost less to construct, and keep up; and will avoid all interference with ornamental property.  
(Signed) ABRAHAM GALL, Chairman.  
Resolved, That the thanks of this Meeting be given to the Alderman for his attention to the object of the Meeting, and for his conduct in the chair.

**LONDON and GRAVESEND RAILWAY;** being a continuation of the LONDON and GREENWICH RAILWAY; to be incorporated by Act of Parliament.—Capital, £600,000, in Shares of £50 each.—Deposit £1 per Share.

**PROVISIONAL DIRECTORS.**  
William Borradaile, Esq.  
John Brothers, Esq.  
Captain Henry Jones.  
John Morson, Esq.  
Richard Digby Neave, Esq.  
Robert Page, Esq.  
Charles Perkins, Esq.  
Thomas Philipotts, Esq.  
George R. Howe, Esq., M.D.  
Lieutenant Colonel Skeerret.  
Robert Sutton, Junr., Esq.  
John Twells, Esq.  
Lieutenant Colonel Utterton.  
George Walter, Esq.  
Thomas Eyre Wyche, Esq.  
(With power to add to their number.)  
Bankers—Messrs. Spooner, Attwoods, and Co.  
Engineer—George Landmann, Esq.  
Solicitor—James Vallance, Esq.  
Secretary—William Green, Esq.  
Office, No. 76, Cornhill.

The town of Gravesend and its neighbourhood has lately been growing in public estimation, and is now become so constant a resort of persons from the metropolis, that there is no doubt but an increased facility of communication by a Railroad would be highly advantageous to the public, and profitable to the Proprietors.  
It is proposed to extend the London and Greenwich Railway to Gravesend, and thus reduce the time of travelling from London-bridge to Gravesend to less than one hour; this cannot fail to be found highly acceptable to those persons who are interested in the commerce of the Port of London, or in the arrival and departure of Steam Vessels and Foreign Mails.  
The number of persons who have visited Gravesend during the present year is estimated at between 600,000 and 800,000; and when the additional inducement of a Railway shall be presented to the public, there can be no doubt but the intercourse between London, Gravesend, and the neighbouring towns, will be considerably increased.  
The sources of revenue have been carefully and minutely examined, and are such as to justify an opinion that the annual income will be equal to that of any similar undertaking.  
The plans and surveys of this line of railway, together with the estimates of outlay, are completed; and the proposed gradients have been pronounced by scientific persons as the best calculated to combine the greatest speed and the least possible wear and tear.  
Applications for Shares to be addressed to the Secretary, at the Office, as above (if by letter, post paid).

Price 8s. bound.

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Edinburgh Wilson, 22, Royal Exchange, London, and all Booksellers.



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"The proprietors and conductors of mines, and all under them, would do well to study the whole of these sections attentively. The author's suggestions are all of a very sensible and practical character; accompanied with every necessary instruction for carrying them into complete effect."—*Mechanics' Magazine*.

"We cannot but recommend this book most strongly both to gardeners and land surveyors. To land and mine surveyors it is indeed indispensable, nothing of equal importance having appeared since Mr. Barker published his Improved Method of Land Surveying, in 1810."—*Gardener's Magazine*.

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2. AN ACCOUNT OF THE MINING DISTRICTS of Alston Moor, Weardale, and Teesdale, &c. 4s. 6d.

3. PROJECTING AND PARALLEL RULERS for Isometrical and other Modes of Projection, 2s. 6d.

4. AN ACCOUNT OF THE MINING DISTRICTS of Alston Moor, Weardale, and Teesdale, in Cumberland and Durham, comprising Descriptive Sketches of the Scenery, Antiquities, Geology, and Mining operations, in the upper dales of the River Tyne, Wear, and Tees, 18mo., price 4s. 6d.

Published by J. WEALE, Architectural Library, No. 59, High Holborn.

**PRESTON and WYRE RAILWAY and HARBOUR COMPANY**, incorporated by Act of Parliament, 1855. London Office, 26, Cornhill.

Capital £1,000,000, in 2,000 Shares, £50 each. Deposit £1.

**DIRECTORS.** P. HERBERT FLEETWOOD, Esq., M.P., Chairman.

Blackston, Arthur Brown, Esq., Ellicott, Daniel, Esq.; Parrox-hall, Poulton

Banks, Henry, Esq., Preston, Lewtas Matthew, Mr., Preston

Birley, Thomas, Esq., merchant, Kirk-Neave, Richard Digby, Esq.

Brockholes, Thomas, Fitzherbert, Esq., Utterton, Lieutenant-Colonel

Cloughton-nail, Garstang, Walter, George, Esq.

Brothers, John, Esq., Wyche, Thomas Eyre, Esq.

Bankers—Messrs. Pedder, Fleetwood, and Co., Preston; Messrs. Spooner, Attwood, and Co., Granchurch street, London.

Engineer—George Landmann, Esq., C.E.

Secretary—Owen T. Algar, Esq.

This railway, which is intended for the purpose of general traffic by means of locomotive engines, will connect the large rising manufacturing town of Preston with the extensive, easy, safe, and commodious Harbour called the Wyre.

Its extreme length will be 19½ miles, with an inclination no where exceeding 7 feet 6 inches in a mile, and that only along an extent of four miles. The nature of the country likewise from Preston to Wyre is particularly favourable to the construction of a railway.

The promoters of the undertaking, by affording a cheaper, safer, and more expeditious means of transit than those now furnished, consider themselves justified in calculating upon securing the traffic that at present exists between Preston and the sea, which even at the low prices proposed to be charged by the Company, would afford a return of 20 per cent. on the capital. Experience has shown that a considerable increase has always followed the completion of such undertakings.

The distance from Preston to Manchester, by the Preston and Wigan Railway, is 27 miles, to Liverpool 35 miles, and to Warrington 27 miles.

Had the Directors been disposed to indulge in calculations on the prospects which the opening of this new commercial channel will promise in the course of a few years, considering the enormous difference that will exist between the harbour dues of those of Liverpool and those of Wyre, they might fairly calculate upon supplying a large number of the manufacturing towns in the interior of the country, more especially those to the east of Preston; and that as soon as a railway shall extend, as it is proposed, from the Irish Channel to the German Ocean, even the town of Kingston-upon-Hull will traffic to the Wyre, through Preston, as the most convenient and economical channel leading to all the western parts of the world, and via the Liverpool as a commercial port.

The Irish ports, north of Dublin, have already seen the advantageous opening that this harbour will make for the introduction of Irish produce, and warmly supported the bill in its progress through Parliament.

Under the Act of Parliament obtained, the Company is already in receipt of dues on all vessels now entering the harbour of Wyre.

Interest, at the rate of 4 per cent., is allowed on shares paid in full.

N.B. All persons holding bankers' receipts for deposits of shares can receive certificates for the same upon application at the Company's office as above.

**GREAT NORTHERN RAILWAY.—LONDON TO YORK, CAMBRIDGE, LINCOLN, SELBY, and NORWICH.**

Capital—£3,000,000, in Shares of £100.—Deposit, £2 per Share.

**Solicitors**—Messrs. Bignold, Pulley, and Mawe, London and Norwich.

**Engineer**—Joseph Gibbs, Esq.

The plans, sections, &c., for the line of railway from London to York, through Cambridge and Lincoln, and joining the Leeds and Selby Railway, and also a line to Norwich by Bury St. Edmund's, &c., are preparing, and will be lodged as required by the standing orders of both Houses of Parliament.

The Committees for promoting the Great Northern Railway hereby give notice, that in consequence of the numerous applications for shares, it is their intention to apply to Parliament early in the next session for an Act to enable them to carry into effect the above undertaking, in which Act will be introduced a clause empowering the directors to pay a dividend to the shareholders, not exceeding 5 per cent. per annum, out of the proceeds of such portions of not less than 30 miles of the line as may be finished prior to the completion of the whole undertaking.

The Committees have satisfaction in stating, that up to the present time they have not had intimation of any opposition from the landed proprietors or others interested on the line, and they have every confidence that the Act will be obtained at a comparatively small expense.

The most right opinion has been adopted in selecting the best line for the undertaking, and the result proves that the one decided upon is superior to any other in uniformity of levels as well as being the shortest and most economical both in the construction and subsequent working.

Bankers—Messrs. Ladbroke, Kingcoote, and Co. Bank-buildings, London; Messrs. W. Jones, Lloyd, and Co. Manchester; Messrs. A. Heywood, Son, and Co. Liverpool; Joint Stock Banking Company, Messrs. Gurney and Co., and Messrs. Harvey and Co., Norwich; York Union Banking Company, York; Oakes, Bevan, and Co., Bury St. Edmund's; Messrs. Bann, Ellison, and Co., Lincoln; Messrs. Hatters and Smith, Messrs. Stannard, Messrs. Stott, Nottingham; Messrs. Mansfield and Balfour, Leicester; Stamford and Spalding Banking Company; Messrs. J. and C. F. Foster, and Messrs. Mortlock and Sons, Cambridge; Gibson, and Son, Saffron Walden; Messrs. Elton and Co., Bristol; Messrs. Fryer and Co., Wimbome, &c. (Dorsetshire); and the Branches of the National and Provincial Bank of England at Birmingham, Bath, Cheltenham, Bury St. Edmund's, Gloucester, Worcester, Lichfield, Ipswich, Boston, Wisbeach, &c.

Prospectuses may be obtained of George Baker, Esq., York; John Athow, Esq., Norwich; John Moore, Esq., Lincoln; E. Foster, Esq., Cambridge; John Wayman, Esq., Bury; T. H. Jackson, Esq., Stamford; H. C. Morris, Esq., Manchester; R. L. Miller, Esq., Exchange, Liverpool; John Green, Esq., Beacon's-hill, Birmingham; Messrs. Thurgood and Son, Saffron Walden; Joseph Hollicar, Esq., Bristol; Isaac Fryer, Esq., Wimbome; Sir David Rose, Dublin; and of the Secretary, at the Company's Office, 25, Bucklersbury, London, to whom applications for shares, post paid, are to be addressed.

By order of the Board, WM. R. CROGGON, Secretary.

At a MEETING of the COMMITTEE at NORWICH, held the 31st October, 1853, at the Guildhall of that City:

**CHARLES TURNER, Esq., Deputy Mayor, in the Chair;**

It was Resolved,

That this Committee is more than ever impressed with the advantage of a Railway communication between this City and London, and having considered the surveys made by Mr. Gibbs, is of opinion that the Line proposed by him will be shorter, less costly to construct and work, and less likely to encounter opposition in Parliament than any other line yet proposed.

That this Committee will by every means in its power promote the object, and invite the united assistance of every interest connected with the County of Norfolk and the City of Norwich to forward the same.

(Signed) CHARLES TURNER, Chairman

**NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.**

**THE** Directors of the Newcastle-upon-Tyne and Carlisle Railway hereby give Notice that on Tuesday, the 1st day of December next, at three o'clock in the afternoon, at their office in Newgate-street, Newcastle-upon-Tyne, they will dispose, by Public Tender, of SIX HUNDRED QUARTER SHARES in that undertaking, being the Surplus remaining in their hands after setting apart one quarter share for the existing shareholders.

The minimum price at which these quarter shares will be sold having been fixed at 25s. for each, the highest Tender at or above 25s. per quarter share will be accepted. The terms of payment are stated below.

(Signed) JOHN ADAMSON, Clerk to the Company.

Newcastle-upon-Tyne, Nov. 16, 1853.

25. Deposit on each quarter share in cash, on or before 8th December, 1853.

26. On the 1st Tuesday in February, 1854.

27. On the 1st Tuesday in June, 1854.

28. On the 1st Tuesday in August, 1854.

29. On the 1st Tuesday in October, 1854.

30. On the 1st Tuesday in January, 1855.

Such payments to be made to Robert Boyd, Esq., the Treasurer.

Just published, price 2s. 6d. boards.

**A KEY TO THE GERMAN LANGUAGE and CONVERSATION.**

Containing Common Expressions on a Variety of Subjects, with an Easy Introduction to the German Grammar: the whole arranged in such a manner as to enable the student to acquire a speedy knowledge of the German Language, and particularly adapted to Travellers. The Second Edition, considerably enlarged and improved.

By D. BOILEAU, Author of "The Nature and Genius of the German Language," "The Linguist," &c. &c.

London: J. Wacey (late Boosey), 4, Broad-street, Royal Exchange.

**THE GREAT NORTH OF ENGLAND RAILWAY**, completing the connection between London, Leeds, York, and Newcastle-upon-Tyne. Capital One Million, in Shares of £100 each. Deposit £2 per Share.

**PROVISIONAL COMMITTEE.**

Thos. B. Pease, Esq., Leeds

R. W. C. Pease, Esq., Thimbleby Lodge

Jona. Backhouse, Esq., Darlington

J. Pease, Jun., Esq., M.P., South End

Samuel Crompton, Esq., M.P.

J. Bowers, Esq., M.P., Stratford Castle

Henry Richard Esq., Etherley

J. C. Backhouse, Esq., Darlington

B. Flounders, Esq., Yarm

Thomas Meynall, Jun., Esq., Friargate

T. Richardson, Esq., Stamford Hill

C. Rippon, Esq., M.P., Stanhope Castle

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C. Attwood, Esq., Wickham

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E. Backhouse, Esq., Sunderland

John Pemberton, Esq., Sherburn

The Right Hon. the Lord Mayor of York

James Meek, Esq., York

James Walker, Esq.

Thomas Backhouse, Esq., York

Thomas Price, Esq., York

George Hudson, Esq., York

The Hon. J. C. Dundas, M.P.

The Newcastle, Leeds, and other Lists, are not yet completed.

Bankers. Newcastle, Sunderland, and Darlington—Jonathan Backhouse and Co. Leeds—Messrs. Beckett, Blayds, and Co. York—The York City and County Banking Company. London—Messrs. Barclay and Co. Solicitors—Messrs. Newburn and Coates. Engineer—Thomas Storey, Esq.

The success which has attended the Liverpool and Manchester, and the Stockton and Darlington Railways, shows that Railways furnish a mode of internal communication superior to all others in safety, expedition, and economy.

There can be no question, that all the great interests in this Empire must be promoted by any improvement in the means of internal communication.

The establishment of a Railway invariably augments the number of Travellers, and induces a much larger transit of Merchandise, among which the article of Coal is a matter of great importance to the North Riding of Yorkshire.

To promote the Agricultural, Commercial, Mining, and Manufacturing interests of the North—by opening to them a direct communication with the Metropolis through the centre of the Kingdom, a company has been formed for the purpose of executing the Great North of England Railway.

A Line of Country has been selected, at present almost wholly destitute of Inland Navigation, and which affords extraordinary facilities for internal communication, and evidently concentrates the business and travelling of all the leading Southern and Western Railways, with which it will be admirably connected, as well as with those which it intersects. This line commences at Newcastle-upon-Tyne; opening the Road to Glasgow, Edinburgh, and the whole of Scotland; and embracing in its course the following Railways:—The Newcastle and Carlisle—the Haydon and Hebburn—the Brading Junction—the Stanhope and Tyne—the Durham and Sunderland—the Clarence and Darlington—and the Leeds and Selby—terminates at Leeds and York, thus giving the Northern districts a direct communication with London and the West of England, by the North Midland—the Midland Counties—and the Birmingham Railways; also by the various contemplated Railways on the Eastern and Western sides of the Kingdom. This Line possesses the following recommendations:—A distance shorter by several miles, than the leading Turnpike communications. Levels, the best adapted for a great Public Railway, to be traversed by Engines of any velocity or power. Non-interference with the privacy of the resident Nobility and Gentry. Applications for shares are to be made to Messrs. Shepherd and Starbuck; Messrs. Forster and Brailwaite; and Messrs. Hamilton and Smiler, Share Brokers, London; Messrs. J. H. and G. Ridsdale, Share Brokers, Leeds; and Mr. Drewey, Share Broker, Newcastle-upon-Tyne; or at the Office of Newburn and Coates, Solicitors, in Darlington. Lists will be kept open until the 1st of December next; but should they be previously filled up, due notice will be given to the public.

This day is published, price 6s. bound,

**NEW SPANISH GRAMMAR.**

COMPRISED IN THIRTY LECTURES, adapted to all Classes of Learners, with Exercises and Key. By E. DEL MAR, Professor of Languages, and Author of a Treatise on English Pronunciation for the use of Spaniards.

J. WACEY, 4, Old Broad-street; ACKERMANN and Co., 60, Strand.

**GREAT NORTHERN RAILWAY.—Offices, 25, Bucklersbury, London.**

London—London to York, by Cambridge, Lincoln, and Selby, and by junction with the Leeds and Selby Railway, communicating with the manufacturing districts, with a branch to Norwich.

Capital, £3,000,000, in Shares of £100 each.—Deposit, £2 per Share.

**LONDON PROVISIONAL COMMITTEE.**

Sir William de Bathe, Bart.

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John Carruthers, Esq.

John Lewis Eyre, Esq.

Lord Charles Fitzroy, M.P.

Lieut.-Col. Leith Hay, M.P.

John Humphrey, Esq., M.P.

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With power to add to their number.

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J. W. Roberts, Jun., Esq.

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John Wright, Esq.

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J. G. Johnson, Esq.

**ENGINEER,**

Joseph Gibbs, Esq.

**CONSULTING ENGINEERS,**

Sir John Rennie.

M. I. Brunel, Esq.

H. H. Price, Esq.

**STANDING COUNSEL,**

Mr. Sergeant Merewether.

**PARLIAMENTARY AGENT,**

John Durrington, Esq.

**SOLICITORS,**

Messrs. Bignold, Pulley, and Mawe, London and Norwich.

**BANKERS,**

Messrs. Ladbroke, Kingcoote, and Co., Bank-buildings, London.

The Provincial Bankers and Agents as previously advertised.

Applications for the remaining shares to be addressed, post paid, to the Secretary, at the office, 25, Bucklersbury, London.

WILLIAM R. CROGGON, Secretary.

**TREVORGUS SLIVER, COPPER, & LEAD MINING COMPANY.**

**THE SHAREHOLDERS** may receive Certificates for their Shares in exchange for the Bankers' Receipts for Deposits this day, and on any subsequent day, between the hours of 11 and 3.

J. O. FRENCH, Secretary.

1, Lawrence-lane, Cheapside, Nov. 18, 1853.

**BOLIVAR MINING ASSOCIATION.**

**NOTICE IS HEREBY GIVEN**, that an Extraordinary General Meeting of the Proprietors of the Bolivar Mining Association, will be held at the Office of the Association, No. 9, Austin-church, in the City of London, on Saturday, the 26th day of November instant, at One o'clock in the afternoon precisely, for the purpose of receiving a communication from the Managing Trustees relative to certain arrangements entered into by them with parties at Liverpool, for the carriage of the ore from the mines to the shipping port in Venezuela. Dated this 18th day of November, 1853.

ALEXANDER ALLEN, Acting Sec.

**THE LONDON REVERSIONARY INTEREST SOCIETY.**

For the purchase of Reversionary Property, Policies of Insurance, Life Interests, Annuities, &c.

CAPITAL, £400,000, in 8,000 Shares of £50 each.

**DIRECTORS.**

Sir Peter Laurie, Alderman, Chairman.

Francis Warder, Esq., Deputy Chairman.

Archibald Cockburn, Esq.

John Connell, Esq.

W. Petrie Craufurd, Esq.

Benjamin Boyd, Esq.

John J. Glenie, Esq.

Charles Hestert, Esq.

**BANKERS**—Messrs. Glyn, Hallifax, Mills, and Co.

**SOLICITORS**—Messrs. Hall, Thompson, and Sewell, Salters' Hall, St. Swinith's-lane.

The great success which has attended the formation of similar establishments, and the number of reversions daily offered for sale by public auction, as well as those negotiated by private contract, have induced the above Directors to form the London Reversionary Interest Society; which, at the time it holds out to the subscribers a certain and abundant source of profit on their investments, ensures to parties desirous of realizing their annuity or reversionary property a liberal and honourable market, instead of being compelled to resort to individuals, whose limited capital and less responsible management might subject them to loss and inconvenience.

A deposit of £3 per share to be paid at the time of allotment, into the banking-house of Messrs. Glyn and Co., where scrip receipts will be issued for the same.

Applications for shares to be made to Messrs. B. and M. Boyd, the Resident Directors of the Society, at No. 4, New Bank-buildings, Lothbury; or to Messrs. Hall, Thompson, and Sewell, the Solicitors of the Company, Salters' Hall, London.

N.B. The allotment of Shares will take place on Wednesday, the 18th of November, when replies will be sent to the parties who have made applications. No letters applying for Shares will be received after Saturday, the 14th of November.

**GREAT NORTHERN RAILWAY.—Offices, 25, Bucklersbury, London.**



**ON SALE.**—At the Office of CHARLES MANN, Stock and Share Broker, 7, Old Broad-street.  
Shares in several of the best Mining Companies of Cornwall that are now divid-  
ing in the Iron Railways, Gas, Fire, and Life Insurance Companies, &c. &c.  
Likewise United States' Stocks and Bank Shares, that are now paying a dividend  
of 10 per Cent.

#### BISSEY BRIDGE MINING COMPANY.

**NOTICE IS HEREBY GIVEN,** that a GENERAL MEETING of the SHAREHOLDERS will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Thursday, the 26th inst., at 12 o'clock precisely, when the Directors will make a report of the proceedings of the Association, and submit a financial statement of its affairs.  
By order of the Directors,  
BAXENDALE, TATHAM, UPTON and JOHNSON.  
7, Great Winchester-street, 18th Nov. 1835.

**LONDON AND SOUTHWARK INSURANCE COMPANY,** for Fire, Lives, and Annuities, Capital £1,000,000, in 10,000 Shares, of £100 each, De-  
posit £25. The time for receiving letters has been extended for one week, in con-  
sequence of four days having been found too short for country applications. It is  
expected that this Company will not be considered in the light of a mere speculation,  
but as a secure and profitable investment for capital, which, it is presumed, its di-  
rectors, its agencies, and its situation, will most fully guarantee. This institution  
will have all its arrangements completed so as to begin business at Christmas  
next, without any expenditure of its capital whatever, the whole of which will be  
invested in government securities, and the first division of profit to the share-  
holders will be made in one year from that time. A moment's consideration  
must decide in favour of such an institution as this, when compared with those  
which will necessarily occupy some years in doing nothing else but expending the  
proprietors' money, with the hope of a return at a still more distant period. The  
remaining shares may be applied for till the 25th, after which no letter will be  
taken. Direct, paid, for the Secretary, at Messrs. Sewell and Whaley's, 1, King  
William-street, London Bridge. The Directors' names will be advertised in a few  
days.

**SOUTH AUSTRALIA.**—By order of the Colonization Commissioners for His Majesty's Province of South Australia.—Notice is hereby given, that the provisions of the Act of Parliament having been complied with, by the disposal of land orders to the amount of £35,000, upon which the purchasers have paid a deposit of £25 per cent., and by the investment in government securities of the sum of £30,000, the 21st day of December next is fixed for payment of the balance of remainder of the purchase-money on the land orders so disposed of, and pur-  
chasers are required by the Commissioners to pay the remainder of their purchase-  
money, on or before that day, to Messrs. Curries and Co., 29, Cornhill; Messrs. Deane and Co., 21, Lombard-street; Messrs. Wright and Co., 3, Henrietta-street, Covent Garden; or to Messrs. Cox and Biddulph, 13, Charing-cross, (bankers to the Trustees).  
By the conditions of sale, if for any reason such balance be omitted to be paid within three days after the time so fixed, the deposits already paid will be abso-  
lutely forfeited.  
By order of the Board,  
Adelphi-terrace, Nov. 20, 1835. ROWLAND HILL, Sec.

#### WHEAL BROTHERS.

**THE Directors of the Wheal Brothers Copper, Tin, and Silver Mining Company,** hereby give Notice, that a Dividend of £18. per Cent. per Ann. will be paid on Monday, the 26th inst. at the Office of the Company, No. 26, New Broad-street, on the subscribed Capital of £100,000 for the month of August. The Scrip Certificates to be left at the Office of the Company on Wednesday, the 25th inst. The Dividend will be paid every succeeding Monday, provided the Certificates are left on the preceding Wednesday.  
26, New Broad-street, Nov. 20, 1835.

**TREVORGUS SILVER, COPPER, and LEAD MINING COM-  
PANY.**—The shareholders may receive Certificates for their shares, in exchange for the bankers' receipts for deposits, on Saturday next, and on every subsequent day, between the hours of 11 and 3.  
1, Lawrence-lane, Chancery, Nov. 18, 1835. J. O. FRENCH, Sec.

**BRITISH and AMERICAN STEAM NAVIGATION COMPANY.**  
Capital £300,000, in 3,000 Shares of £100 each; 10 per cent. to be paid on the allotment of the shares, and 10 per cent. further call on making the contracts for building the first two ships. The first line of steam ships to run between London and New York.  
Chairman, ISAAC SOLLY, Esq.

**DIRECTORS.**  
Col. Aspinwall, American Consul General.  
George W. Lee, Esq.  
Joseph Allen, Esq.  
William Solly, Esq.  
John E. Atkins, Esq.  
Junius Smith, Esq., Ship's Hus-  
band, Agent of the Union Line  
of New York Packets.  
Henry Bainbridge, Esq.  
Charles Enderby, Esq.  
William R. Hodges, Esq.  
With power to add to their number.

**BANKERS.**  
Messrs. Prescott, Grote, and Co., 62, Threadneedle-street, London; Messrs. Atkins and Son, Portsmouth.

**AUDITORS.**  
William Glover, Esq., and Henry John Rucker, Esq.  
**STANDING COUNSEL.**  
Sir F. Pollock, M.P., K.C., John Lindgren, Esq., Agent at Portsmouth.  
Applications for prospectuses and shares to be made to Messrs. Prescott, Grote, and Co., bankers, 62, Threadneedle-street; or to Junius Smith, Esq., New York Packet Office, 4, Fen-court, Fenchurch-street.

**VALUABLE COLLIERY TO BE LET.**  
For such period as may be agreed on, entry at Martinmas next.

**THAT well-known and extensive COLLIERY of HALBEATH, in the Parish of Dunfermline, with the RAILWAY, MANAGERS' HOUSES, COLLIERS' HOUSES, and other necessary Buildings, and also the Whole Machinery, Waggon, and Utensils, presently use.**  
There is an excellent field of Splint Coal, which may be fitted to great advantage; and, in addition to the Splint and the other usual kinds of Coal, there is an ex-  
cellent seam of PARROT COAL PRESENTLY WORKING, for which there is a con-  
siderable demand, and which can be worked to great profit. The machinery and utensils are in excellent working order, and the Managers' and Colliers' Houses are in good repair.  
There is an Iron Railway attached to the Colliery, which joins it with the Ship-  
ping Port of Inverkeithing, from which it is distant from 5 to 6 miles. The Harbour and Roadstead of Inverkeithing are admitted to be among the best in the Firth of Forth.  
The Trade of the Colliery has been long established, and the Sales have amounted to an average of from 40,000 to 50,000 tons per annum.  
There are very extensive Fields of Coal adjoining to the Railway, and which could be obtained by the Tenant on moderate Terms.  
The Tenant can also have, if wished, a small Farm, of about — Imperial Acres of good Land, near the Colliery.  
Application to be made to Thomas Mansfield, Esq., Accountant, Chambers, No. 7, Thistle-street; or to Smith and Kincaid, W.S., Chambers, 31, George-street, Edinburgh, 17th November, 1835.

**ALBION COPPER MINING COMPANY.**  
**THE SCRIP HOLDERS** are hereby reminded that the FOURTH INSTALLMENT of TEN SHILLINGS PER SHARE must be paid on the 1st proximo into the Company's Bankers, Messrs. Barclay, Bevan, and Co. Such Shares, on which the said instalment shall then remain unpaid, will be subject to forfeiture.  
Tokenhouse-yard, 20th Nov. 1835. JOHN GRANT, Secretary.

**GEOLOGICAL TRANSACTIONS.**  
**THE FIRST PART OF THE FOURTH VOLUME** is Just Pub-  
lished. Price to the Fellows, 11s.; to the Public, 14s.  
CONTENTS.—I. Buckland and De la Beche on the Neighbourhood of Weymouth; 2. Sedgwick on the Cambrian Mountains; and, 3. Sedgwick on the Carboniferous Chain from Penigint to Kirkby Stephen.  
With Six Coloured Maps and Sections.  
Sold at the Apartments of the Society, in Somerset House.

**THE REVERSIONARY INTEREST SOCIETY, No. 17, King's Arms-yard, Coleman-street, London, instituted in 1823, for the Purchase of Reversionary Property, Life Policies, &c., with a Capital (paid up) of upwards of £60,000, and with power of extension.**  
Chairman—John Wells, Esq.  
Deputy Chairman—James Christian Clement Bell, Esq.  
**DIRECTORS.**  
John Chapman, Esq.  
William Greaves, Esq.  
Thomas Greg, Esq.  
Sir William Heygate, Bart.  
George Henry Hooper, Esq.  
Henry Hughes, Esq.  
Thomas Price, Esq.  
John Peter Rans, Esq.  
Thomas Stocks, Esq.  
Alfred Thorp, Esq.  
Thomas Vigne, Esq.  
William Whitmore, Esq.  
Jacob George Wrench, Esq.  
Auditors—John Thomas, Esq., Robert Davies, Esq., and Richard Norman Esq.  
Actuary—Griffith Davies, Esq., F.R.S.  
Solicitor—George Stephens, Esq.

Daily attendance is given at the Office from 10 till 4 o'clock, where forms for making proposals may be had gratuitously, and every facility afforded for the earliest completion of purchases. It is requested that all communications by letter may be post paid.  
By order of the Court of Directors,  
WILLIAM SIMS, Sec.

**HOLE RAVEN RAILWAY,** with the view of adopting the line of the London and Blackwall Railway as an inlet into the Metropolis, through Becking, Dagenham, Rainham, Parfett, Grays, Mucking to Hole Haven, with branches to Bford, Romford, and Tilbury Fort, and other trading places on the line of road.  
Notice is hereby given, that, as soon as the survey and estimates are complete, a Prospectus will be issued with all particulars, and in the meantime applica-  
tions for Shares of 50l. each may be made to James Lambert, Esq., Bankers; Thomas Browne, Esq., and J. C. Ord, Esq., 13, Rood-lane.  
Railway Office, 13, Rood-lane. JOHN REED, Secretary.

#### COAL MINES TO BE LET.

And may be entered upon immediately.

**ALL the SEAMS, MINES, and BEDS of COAL,** consisting, among other descriptions, of the Stone or Anthracite Coal, (being the most valuable Coal in the District), situate, lying, and being under the several Farms and Estates called Try-ismet, Dan-y-grig, Whetland, and Gran-vash, in the Parish of Llanon, in the County of Carmarthen, containing 137 Acres, be the same more or less, now in the occupation of John Jenkins, William Jones, and William Morris, as Tenants thereof.  
Also, in and under the several Farms and Estates called Aberlath, Bryn-marles, Gelly-silver, Glyn-tal, and Cwm-back, situate in the Parish of Landible, in the said County of Carmarthen, containing 300 Acres of Land, be the same more or less, in the occupation of Rees Davies, Henry Richard, John Waiters, and Philip Penny, as Tenants thereof.  
And also, in and under the Estate and Farm called Pant-y-gwyn, situate in the said Parish of Llanon, containing 84 Acres, 3 Roods, and 36 Perches, and in the occupation of David Jenkins, as Tenant thereof.  
The whole of the Mines are of first-rate quality, and situate near to the Pembroke Canal, and the intended Llanelli Railway, and within short distances of the Shipping Ports, and offer a desirable Speculation to persons desirous of entering into the Coal Trade.  
Mr. David Lewis, of Landible, Innkeeper, will show the Premises; from whom, or of Mr. Pearce, at the Earl of Balcarras's Colliery, in Haigh, in the County of Lancashire; or at the Office of Henry Gascoik, in Wigan, in the last mentioned County, further information may be had.

**LONDON and WESTMINSTER BANK,** established March 10, 1834 under the Act of Parliament 3 & 4 William IV. c. 98. The Directors hereby give notice, that on the 1st of January next, they will OPEN BRANCHES of this Establishment in Bloomsbury and in Southwark. The Bloomsbury branch will be opened at 213, High Holborn, opposite Southampton-street, Bloomsbury-square. The Southwark branch will be opened at 12, Borough High-street. At these branches business will be transacted on the same terms as at the Westminster branch, 9, Waterloo-place, and at the Head Office, 55, Throgmorton-street.  
By order of the Board,  
JAMES WILLIAM GILBERT, General Manager.  
Throgmorton-street, Nov. 14, 1835.

**LONDON DOCKS.**  
**TO TIMBER MERCHANTS AND OTHERS.**  
**THE DIRECTORS of the LONDON DOCK COMPANY** hereby give notice, that they intend entering into a CONTRACT for sundry quantities of MEMEL FIR and ENGLISH OAK TIMBER, on Tuesday, the 24th inst. Particulars of the contract, and a specification of the timber required, may be seen at this House, and tenders for supplying the same, addressed to the Committee, are to be delivered at the Superintendent's Office, at the Dock, on Tuesday next, at half-past 11 o'clock, precisely.  
S. COCK, Secretary.  
London Dock House, New Bank-buildings, Nov. 17.

**EAST INDIA HOUSE, November 18, 1835.**  
**THE COURT of DIRECTORS of the EAST INDIA COMPANY** do hereby give notice, that the Finance and Home Committee will be ready, on or before Wednesday, the 24th December, 1835, at 11 o'clock, to receive PROPO-  
SALS in writing, sealed up, from such persons as may be willing to supply the Company with BRITISH IRON, Copper Sheets, Hoops, &c., also Paints, &c. of sorts; and that the conditions of the contracts may be had upon application at the office of the Financial Secretary (buying branch), in the East India House, where the proposals are to be left any time before 11 o'clock, in the forenoon of the said 24th December, after which hour no tender will be received.  
PETER AUBER, Sec.

**CORNWALL UNITED MINING ASSOCIATION.**  
**SEVERAL MINING SETS** having been obtained by a Gentleman in Cornwall, (of extensive Mining connexions, and possessing the greatest facilities for obtaining Grants of Land for Mines,) in which Sets have been discovered Loads of Ore of great promise.  
It is proposed to form a Company for the effectual working of the several Mines, of which Sets have been obtained.  
Capital, £70,000, in 2,000 Shares of £35 each.  
Further applications for Shares to Messrs. John and Henry Hore, of No. 13, Cop-  
thall-court, Throgmorton-street, where Samples of the Ores may be seen.

**COPIAPO MINING COMPANY.**  
**NOTICE IS HEREBY GIVEN,** That the THIRD INSTALMENT of £2 10s. on the Shares of the above Company became due on the 12th inst., and holders are requested to pay the same to Messrs. Williams, Deacon, and Co., Birch-lane; the Certificates must be taken to the Bankers to be signed.  
N.B. By the laws of the Company, any calls remaining unpaid after the 27th inst. will subject the Shares in default to forfeiture.  
No. 23, Austin-france, 21st Nov. 1835.  
By Order of the Directors,  
FREDERICK GRELLET, Secretary.

**LANDSALE COLLIERY.**  
To be Let, and entered upon at Lady-day, 1836.  
**CHATTON COLLIERY, LIMESTONE QUARRIES, and LIME-  
KILNS,** in the County of Northumberland.  
The Concern is current-going, with an established Trade, and may be examined by applying to the Manager, on the Premises.  
Mr. Hugh Taylor will supply any further requisite Information, and receive Proposals until the 10th of November.  
Earsdon, Oct. 23rd, 1835.

**TO BE Let, and entered upon immediately.**  
**ALL THOSE LIMESTONE QUARRIES,** lately occupied by Messrs. Humble and Forrest, situate at Southwick, within half a mile of the River Wear, in the County of Durham, with the Waggon way leading from the Quarries to the Kilns, adjoining the said River Wear; together, also with the Kilns themselves, and a fair proportion of Land.  
Offers will be received by Mr. Tate, of Harton, near South Shields, who will give any further Particulars that may be required.  
Oct. 24th, 1835.

**In the Press, and speedily will be Published, in 1 vol. 8vo.**  
**ABBREVIATED SUBSTANCE OF A REPORT ON THE LAWS and Jurisdiction of the Stannaries in Cornwall.**  
By Sir GEORGE HARRISON, K.C.B.  
One of His Majesty's Special Commissioners for managing the affairs of his Duchy, and Auditor of the said Duchy.  
London: Longman, Rees, Orme, Brown, Green, and Longman.

**GASEOUS EXHALATIONS.**  
Inflammable gases are found to proceed from ground charged with petroleum and naphtha. The inhabitants of Baku, a port on the Caspian Sea, are supplied with no other fuel than that derived from the petroleum and naphtha with which the earth in the neighbourhood is strongly impregnated. About ten miles to the north-east of this town there are many old temples of Guebres, in each of which there is a jet of inflammable gas rising from apertures in the earth. The flame is pale and clear, and smells strongly of sulphur. Another and a larger jet issues from the side of a hill. The ground is generally flat, and slopes to the sea. If in the circumference of two miles, holes be made in the earth, gas immediately issues, and inflames when a torch is applied. The inhabitants place hollow canes into the ground, to convey the gas upwards, when it is employed for the purposes of cooking as well as for a light. M. Lenz, describing an eruption of mud and flame, near the village of Iokmali, fourteen wersts to the west of Baku, would seem to attribute the gaseous exhalations of this district to a volcanic origin, but the facts adduced will scarcely admit of this interpretation. He notices this eruption as having taken place on Nov. 27, 1827. A column of flame burst out, where no flame had been previously seen, and rose for three hours to a considerable height, then lowered itself to the height of three feet, and burst for twenty-four hours. After this the mud rushed forth and covered the country over an area of 200 toises by 150, to the depth of two or three feet. There is sufficient evidence that other eruptions of mud or clay had previously taken place from the same, or nearly the same, place. This and other "sales" noticed in the same territory cannot be termed volcanic, in the usual acceptation of the word. Moreover we learn from the observations of the same author, that Atch-gah, or the great fires of Baku, the principal jet rises through a calcareous rock, with a dip of twenty-five degrees to the south-east, the fissures or cracks being rendered blue by it. Carbonic acid gas is evolved abundantly in coal-pits and volcanic regions. Its occurrence in the Grotto del Cane, of which such overcharged descriptions have been given, is well known. M.M. Bischof and Nöggerath notice a pit, on the side of the lake of Laach, in which they found dead birds, squirrels, bats, frogs, toads and insects, killed by the evolution of carbonic acid gas. M. Bischof estimates that the exhalations of carbonic acid gas, in the vicinity of the lake of Laach, amount to 60,000 pounds daily, or 219,000,000 pounds in a year. In the Broththal on the Rhine, an old volcanic country, there is a considerable evolution of carbonic acid gas, which is employed by M. Bischof in the manufacture of chemical preparations on the large scale. Six hundred pounds of this gas are calculated to be discharged from only one of the jets in twenty-four hours, being at the rate of 219,000 pounds in the year.

#### WARD LEAD AND SILVER MINE.

##### To the Editor of the Mining Journal.

SIR,—An advertisement appeared in your journal of last week under this head, and a passage in it reads thus:—  
"As Wheal Brothers lode runs through it, the probability is, that by sinking to the level of that celebrated mine, the ore will be found equally rich."

Now, really, Mr. Editor, this is too bad on the part of the advertiser, and I cannot allow this gross attempt to deceive the public or to pass current. By way of confuting this barefaced account, I have only to observe, that the distance from Wheal Brothers to Ward is three miles in a right line—that Wheal Brothers lode runs due east and west, and Ward mine bears 32 or 33 degrees south of east, so that Wheal Brothers lode passes at least a mile and a half to the north of Ward mine. But the writer tells us how rich they may expect to become after they have sunk to the level of Wheal Brothers. This is worse and worse! Why, Mr. Editor, the very surface of Ward mine is considerably lower than the deepest level in Wheal Brothers! Your insertion of this paper in your next journal will be doing an act of justice to the public, and will oblige,  
Your obedient servant,  
J. MALACHY.

Collington, Nov. 14, 1835.

#### SCRIP SHARES.

##### To the Editor of the Mining Journal.

SIR,—I have been led to trouble you with a few remarks on a communication in your last journal, signed "Verax," with whom the subject of scrip shares for working Cornish Mines seems to rub a sore place, enough to "make the galled jade wince." In this communication the writer has proceeded from the beginning from purely gratuitous assertions, and in a fit of jealousy, by no means uncommon, has thought fit to indulge in a strain of vituperation and vindictiveness that a disappointed mind only could give birth to. It is straining the point a little too far to assert that no mine which affords the remotest chance of success would remain unworked in Cornwall, even though the spirit of mining be highly excited, and the amount of capital in that county superabundant. "Verax" cannot be so much of a novice in mining affairs, as not to know that even if all this superabundance of capital were applied to the development of the mineral riches of Cornwall, that it would fall far short of what might be advantageously expended, and it is, to say the least, but a very ill-judged mode for a Cornishman (as I take "Verax" to be) to show his love of country by condemning the introduction of the capital of enterprising and speculative individuals to the promotion of the best interests of his native county. "Verax" must certainly concede the advantage to be in favour of scrip shares with regard to the financial matters of scrip share companies. Here are no arrears of cost to divide, nor is there any invidious responsibility on the part of a few; but the directors of these companies, looking as they do to the available assets of the company for their indemnity, always take care, for their own sakes, that no engagements are entered into beyond such amount, and are, therefore, not likely to proceed without a funded capital, nor are the scrip holders liable to be called on for more than the amount per share, which in the aggregate would form the total capital of the company. "Verax" is certainly worthy of his name when he says, that these companies are divided into a great number of shares indubitably for the convenience, and of course, the benefit of the purchasers. Of course they are, and no one in his sober senses would suppose it otherwise. But this, while it gives to some an opportunity to speculate to a small extent, does not preclude individuals of more extended means from becoming large holders of shares, and participating in the advantages in the proportion of their respective interests. It is premature in any individual to pass a sweeping condemnation on a great number of speculations as well selected as most of the now productive and profitable mines worked on the old Cornish plan. The generality have not been in operation a sufficient length of time to place them in competition with these, but it is a sufficient proof of the estimation in which the working of the system of scrip shares is held by some Cornishmen, who have had ample and favourable opportunities for enquiry, that some Cornish companies, originally established on the old system, have been changed; the one into the other, and the probability is, that before a very long time shall have elapsed, a similar change will take place even with regard to those mines in which the greatest prejudices may now exist against the introduction of scrip shares.  
I am, Sir, your very obedient servant,  
November 11, 1835. SCRIBATOR.

##### To the Editor of the Mining Journal.

DEAR MR. EDITOR,—I, as well as your correspondent, am not only a "Constant Reader," but have ever been a constant subscriber, and, therefore, presume have the same privilege of expressing my opinion of public companies as he. I admire the bold unflinching manner in which you lay open the *finances* sometimes adopted in "bringing out" public companies, many having no better prospect of success than the wishes of the projectors. Pursue this course, Mr. Editor, by which we London shareholders will, in a manner be protected from that abusive practice hitherto so successfully adopted, and by continuing so to do, will obtain, nay, command our united thanks. But, Mr. Editor, there is one subject which it really grieves me to see so often figuring in your journal. I allude to the illiberal attacks made upon some of these gentlemen who (if fame be credited,) possessing large stakes in their respective companies, accept the office of "acting partners," if I may be allowed so to express myself; and which attacks have not only the effect of creating ill feelings among the partners (or proprietors) but also excite a prejudice towards your journal, which may ultimately have a *lethal* influence on your mighty Editorship's purse. I hear you say "I wrote for the public weal," and, like a second "Curtius," devoted myself a vicarious offering to "save the common wealth—heu mihi!" I admire your boldness, though I deprecate the principle. I remain, dear Mr. Editor, your's, &c.  
London, Nov. 12, 1835. A SCRIP HOLDER.

[We have inserted the letter of our correspondent, although anonymous. "The little influence on the mighty editorship's purse" is a matter with which a scrip holder has naught to do—the principle which he deprecates may not accord with his interests, but with that we have naught to do.—Ed. M. J.]

##### To the Editor of the Mining Journal.

SIR,—In your last number you inserted a letter from one "Verax," of Truro, whose name by the bye, is the very converse of his statements. He appears so totally ignorant and unconversant with the nature and bearings of the subject he mentions, that any particular observation or reply is needless, particularly as it would impede the insertion of more valuable matter in your important journal, which I cannot help saying ought not to have given a place to any communication or statement so opposite to circumstances and facts as "Verax's" last paragraph.  
I am, Sir, your obedient servant,  
London, Nov. 11, 1835. CANDIDUS.

##### To the Editor of the Mining Journal.

SIR,—I feel it necessary to notice a letter which appeared in your columns last week, signed "Verax," as it is calculated to produce a most unjust and injurious impression. What the motives of the writer may be I know not, but the statements put forth are as distant from the fact as they are calumnious and mischievous. It is well known that the mode pursued in Cornwall of working mines is, as the law now stands, very objectionable, as a liability is separately incurred, to the full extent of the joint obligations, no matter how small the share. This liability is objectionable amongst residents of the county, who are acquainted with each other, but it is much more so when the parties are complete strangers. It will be readily admitted that the consequence of this has been to deter many from engaging in mining, and to look up against capital many very promising undertakings, where the results would have been most advantageous. If the objections attached to the Cornish mode can be removed, which is the case in the construction of the new companies, is it, I will ask, a matter to be wondered at, that capital should flow into the county in the manner it does? But "Verax" has said, that there is superabundant capital in the county to work all the mines, and that no mine would



remain unworked which offered the remotest prospect of success. The fact of a very large portion, if not one half of the mining property in the county, belonging to persons who live out of Cornwall, is, I conceive a refutation of the first proposition, and with regard to the second assertion, how comes it to pass that there are such mines as the Consolidated Mines, Carn Brea, Great St. George, Pembroke, East Crinnis, Wheal Kitty, and several others which can be enumerated. It will not be denied that these are very valuable concerns, and I apprehend I am justified in saying that they were put on by capital not belonging to the county, and that they might all have been idle now if such means had not been forthcoming. Does this writer think that Cornishmen have the gift of foresight in selecting the good mines from the bad? Wheal Falmouth, Wheal Sperris, Wheal Foster, Cathedral, and West Pink, are proofs that they may be mistaken as much as those who live in Cheshire. In truth, the pursuit of mining is an affair very much of chance. Some of the very best mines were declared unworthy of trial by men of the highest reputation. "Verax" has spoken sneeringly of the mines engaged by the new companies, and in no very honourable manner of those who took part in the proceedings of their formation. A general charge prevents one from grappling with the subject, and giving the answer one would wish, but where it has only an anonymous foundation, I do not think, Mr. Editor, you do justice to give it admission into your journal. As far as I know, (and that extends over several companies), the proceedings have been such as would bear the closest scrutiny. Most of the mines were deemed fair speculations, some more than fair, and they were obtained for the money which had been actually expended, without a farthing premium, and in several instances, the old party instead of receiving the price in money, have had it in the Scrip Shares of the New Company. And if it be asked, Why did not the old party go on? Why did they reduce their interest at all if they thought highly of the concern? I will answer that they were not in circumstances to launch out the requisite outlay,

I am, Sir, your most obedient servant,

Truro, Nov. 12, 1835.

A SUBSCRIBER.

#### To the Editor of the Mining Journal.

SIR,—Allow me, through your Journal, to make one or two observations which occur to me on reading the letter of your Correspondent "Verax," relative to the formation of the new Cornish Mining Companies, and the holders of Scrip shares. I have no doubt that in some cases, as stated by him, twice, or even three times the original cost of the mine has been paid by the shareholders, and that advantage was taken of the mania that existed for mining speculations, to bring into the market projects that will never realize any profits, except to the projectors, directors, &c. connected with them. But when your correspondent goes on to assume that from the abundance of capital, and the spirit excited for mining speculations, no mine would remain unworked that offered the remotest chance of success; and that the speculators in the new undertakings, have no chance of ever obtaining their capital back again, or deriving any profits from the outlay. I differ from him in toto. I believe it is that very spirit, of which he writes, that is now in operation, and that has in a great measure slumbered since the year 1825. This spirit may in some instances be misdirected, to the pecuniary injury of the speculator, but I believe in its general application it will be productive of much good. I believe there are immense riches still remaining in many of the old mines in Cornwall, and that there are many rich mines still undiscovered. From the abundance of capital and the spirit of enterprise,—from the improvements in the steam engine and the application of its powers,—and from our advanced chemical knowledge in the assaying of metals, I believe there is every prospect of the new mines proving highly advantageous to those who have embarked their capital in them. I could name several of the new companies where the respectability of the direction, and the reports of the proceedings at the mines, afford every promise of a handsome return to the shareholders, and I cannot therefore but think that the observations of your correspondent are too general, and in many instances unjust.

City, Friday Evening, Nov. 13, 1835.

C.

[We trust that our anonymous correspondent in reply to "Verax," will consider we have done them full justice. We must, however, observe that in future we shall not insert communications without the writers furnish us with their names.]

#### DOWSING ROD.

##### To the Editor of the Mining Journal.

SIR,—Should the following be deemed worthy of insertion in your Journal it is at your service.—An extract from a work called "An History of Metals," published in 1671, by John Webster, wherein he states, relative to the operation of the "Virgula Divina," or the Dowsing Rod, which he copied from a work called the "Nova disquisitio de Helio Arctico."—"Let a two-forked rod be cut, of one-year's growth, of hazel or of oak, whose forks, or two twigs, must be equal, and without fault. Some think it ought to be cut down before the sun rise, especially the moon increasing, and that, above all, about the day of the Annunciation of Mary. But we observed none of these. This brings down, let the two ends be taken into the opposite hands, the fingers compressed upwards towards Heaven; to wit, that on both sides the ends of the twigs of the divided branch, or fork, may hang forth out of the hands at both the thumbs, pressed to the hands; but the root of the forked branch must bend outwardly between the two hands. Which, if any silver buttons be fixed to the doublet, that cut-end of the rod, although with all thine endeavour thou compress the rod in both hands, will make a circle by moving itself, and will turn itself inwardly towards the doublet, even to the buttons. But if, having no metal at all about thee, thou lay silver or gold upon the earth; then holding it fast, and being unwilling, the cut part of the rod will bend outwardly until, with a strong motion, it smite the metal."

W. H. L.

#### PALLADIUM.

##### To the Editor of the Mining Journal.

Assay Office and Metal Works, 79, Hatton Garden.

SIR,—If you consider a few observations on the metal palladium are worthy of insertion in your journal, I have great pleasure in forwarding them, and shall at all times be happy to contribute to your interesting paper on any subject connected with metallurgy.

I am, Sir, your's, &c.

P. N. JOHNSON.

Palladium has not until within the last few years been an object of attention from its great scarcity, the ore of platinum being the only source from which this metal was derived, and in which Dr. Wollaston first discovered it in 1803. I noticed the existence of palladium in the Brazilian gold, in the year 1812, Philosophical Magazine, vol. LX., but until my engaging with the Imperial Brazilian Mining Company, its extraction to any extent in a state of purity, and for use in the arts had not been effected. Palladium exists in the gold of the Gongo-Soco district, partly in a native state, and partly in combination with the gold. It is separated by the nitric acid with the silver used for refining, and with which it was formerly collected. The properties of this metal render it intrinsically valuable in the arts, having most of the characters of platinum, which it also resembles in colour. It is not corroded by the action of the atmosphere—is not affected by acids, (except the nitric) under extraordinary circumstances—is perfectly malleable, and being only  $11\frac{1}{2}$  specific gravity, has an advantage over platinum in its introduction. It is being extensively used in mathematical instruments, taking very fine gradations, also by dentists in lieu of gold or platinum, for lightning points, scale-pans, small weights, points of pencils, in lieu of steel, and a great variety of other purposes. Its alloy with other metals are also highly interesting—it hardens silver, and prevents it from tarnishing, for which property it might be advantageously introduced in surgical instruments,—with copper and iron it has the elasticity of the best steel. The oxide of palladium is used by enamellers for forming a fine hair brown colour.

The following is the extract referred to by our correspondent:—

"We find palladium to be such a general alloy of Brazil gold as often to alter the colour thereof. We have particularly observed it in the Brazil coin, many of which were rejected at first sight, suspecting them to be counterfeit. We found it a short time since in a Brazil bar to the amount of 30 per cent. altering the colour of gold to nearly that of the metal palladium."

#### MR. SAULL'S MUSEUM.

##### To the Editor of the Mining Journal.

SIR,—Observing an announcement in the Philosophical Magazine for the present month, that the well known geological collection of W. D. Saull, Esq., which now includes also that of the late Mr. Sowerby, had been arranged in a building recently erected for the purpose, and would be thrown open to inspection every Thursday at 11 A.M., at that gentleman's residence in Aldersgate-street, I availed myself of the opportunity thus afforded of visiting a collection well deserving the attention of those who cultivate this interesting science. The collection is very extensive, consisting of many thousand specimens, and I found it particularly rich in the department of fossils, of which it possesses a very perfect and valuable series. The whole is arranged stratigraphically, in a very instructive and judicious manner, although in some of the minute details it may probably admit of some gradual improvements. The specimens being all placed in glass cases, have the advantage of being easily commanded by the eye, and are much more conveniently seen than by the ordinary arrangement in drawers. Among those objects which particularly engaged my attention, during a hasty inspection of a couple of hours, were the following:—Two very fine specimens of basaltic columns, of a pentagonal form, and very perfectly jointed. A large and splendid specimen of the encrinural limestone of Derbyshire, and many fine shells from the carboniferous limestone series. Various fine and beautifully preserved calamites, equisetacea, and vegetable impressions from the coal measures—of these one or two of the stems are particularly rich in their cortical markings. Two very fine impressions of fossil fishes of considerable size, and in a very perfect state of preservation, exhibiting almost every scale. A very numerous and interesting series of coelite fossils, including a great variety of gigantic ammonites, and many portions of saurian animals: indeed, in the coelite series the collection is particularly rich. There is an excellent series of chalk and tertiary fossils, including a great variety of fruits and ligneous productions, and (to me) the unique specimen of an echinus (cidaris) with several of the spines attached, in their natural radiated position. An extensive series of well preserved diluvial bones completes the collection. This part of the series is unfortunately, however, too much crowded to be seen to advantage at present, or to admit of so careful an inspection as it deserves. This inconvenience is, however, incidental to the recent arrangement of such an extensive collection, and I was informed by Mr. Saull would as soon as possible be obviated. There are also two or three enormous specimens of fossil trees, from the Isle of Portland, which deserve attention. The liberality of Mr. Saull in throwing open to the scientific public this fine collection, which has been the result of several years labour, and of very considerable expense, will, I am sure, be fully appreciated by every lover of science, and I have the pleasure of acknowledging the attention paid by that gentleman to visitors, although personally unknown to him. So fine a collection as the present being thus rendered accessible, in the very centre of London, is well calculated by offering increased facilities to the geological student, to give increased impetus to the cultivation of this most increasing department of science, in which "the harvest is still plenteous," though it can scarcely be said, "that the labourers are few." I am, Sir, your's, &c.

New Road, Nov. 5, 1835.

F. B.

#### PATENT LAW AMENDMENT ACT.

##### To the Editor of the Mining Journal.

SIR,—I think you would oblige a numerous class of your readers if you would reprint, in your next, or some subsequent Number, the Patent Law Amendment Act, in order that patentees and others interested, may judge of the outcry made against it by a portion of the London press. It has not been my fortune to be able to approve of a great many of Lord Brougham's acts, but where I see praise due, I am therefore more anxious to acknowledge the debt; and I think those persons interested in patents must see, when they understand this act fully, that great additional security and protection is afforded them for their inventions, as now secured by patent law, and by which security the public will benefit equally with the patentee, through the encouragement the latter now has, from a consciousness of security in the grant for bringing forward such inventions as he thinks may be useful to the public. I trust there will not be any further alteration attempted next session, as threatened, for the purpose of undoing what has now been done, and I think it is proper the law should be fully known and understood, in order that the patentees, and those interested, may be able to judge for themselves, and, if necessary, be prepared to take such steps as may be called for by petition or otherwise, in resisting such attempts, should they be made by persons certainly not interested as patentees, because they could not do such a suicidal act. I think, Mr. Editor, that by your compliance with the wish I have expressed, you will be conferring a favour upon a great many of your manufacturing and inventive readers, and your ably conducted Journal appears a very suitable medium for the purpose.

I am your well-wisher and subscriber,

A PATENTEE.

It may be necessary to add, in case of your printing the act, to prevent others falling into an error which I committed myself on first reading the act, that the words in the first clause ("save and except in any proceeding by scire facias"), afford a most material and valuable protection to the patentee; because the only proceeding against a patentee, to set aside his patent, must be by scire facias; and the patentee, therefore, has the advantage of this exception, instead of its operating against him, as I myself feared was the case, until I had made the necessary enquiries in the proper quarter.

[In compliance with the wish of our Correspondent, we have obtained a copy of the Act, and shall, on an early occasion, comply with his request.]

##### To the Editor of the Mining Journal.

DEAR SIR,—I hasten to send you a short notice of a remarkably splendid Aurora Borealis, which we have just had an opportunity of observing here under very favourable circumstances, perhaps more so than the present unsettled state of the atmosphere may have allowed in many places. My attention was first directed to this phenomenon at about 94 p.m. On looking out, I observed a brilliant luminous arch in the north; it appeared to rise 30 to 45 deg., and to extend across nearly one-third of the horizon, or about 120 deg. The arch was well defined, and the light of a peculiar whiteness, similar to that of the moon when reflected by thin clouds; it was also rather intermittent, occasionally fading a little, and then becoming brighter. The great iron works of Dudley and its vicinity being situated in a north-westerly direction from here, it happened singularly enough, that within the arch formed by the Aurora, a second of much less magnitude was visible, occasioned by the numerous blast furnaces and coke fires, which are always burning in that neighbourhood. This light of course resembled the Aurora in being intermittent, from the nature of the blast; it differed much however in colour, the yellowish or reddish hue of the fire contrasting strongly with the whiteness of the Aurora. The most remarkable part of the phenomenon was however the beautiful streams of light which rapidly darted across the sky, in a zig-zag or rather serpentine direction, succeeding each other at intervals of a few seconds. The direction of these streams of light was chiefly from the east and the west, towards the zenith; I observed, however, that they often formed in the zenith with great brilliancy, striking downwards from thence both eastward and westward. Many of these streams of light branched off or divided in their course; they were so vivid as to obscure the Pleiades, and many of the smaller stars, which they passed over. Through the luminous arch the stars were quite visible, but shone with diminished light. I was informed by my brother, who was standing by, that when the Aurora was most brilliant, a meteor equal in apparent size and lustre to one of the larger planets, suddenly appeared in the north, and rising in the zenith, descended in the south, thus crossing the direction of the streamers; this circumstance, however, escaped my observation. About a quarter before ten, the streamers, which had gradually become fainter, ceased altogether, and the luminous arch although still brilliant, became much obscured by heavy clouds rising from the north, and which spread but very thinly over a large portion of the heavens, which before were perfectly clear. At the present moment (half-past eleven) the sky is rather overcast, but an unusual luminousness is apparent. I may observe that the day has been windy and showery, and during the evening there has been a slight breeze from the west: the barometer, I have been told, has risen during the day, and now stands at about 29½ in. Should you consider this hasty and imperfect account of the phenomenon worthy of insertion in the Mining Journal, it is of course at your service. I remain yours, &c.

Edgbaston, near Birmingham, 18th Nov. 1835.

F. B.

#### POWER OF STEAM.

##### OBSERVATIONS ON THE TRIAL OF PETHERICK & WEST'S STEAM ENGINE.

We insert the following letter from Mr. Sims, an engineer, which has been addressed to the several Cornish papers, with the rejoinders addressed to this Journal. We may observe that publicity on all occasions, affords opportunity for exposure of deception or abuses, where they exist, but we do not think Mr. Sims's observations go to the point, or that his inferences are well founded. We should have preferred a committee of practical engineers; for although we believe, and have every reason to do so, that the trial was fairly made, a prejudice may exist, and we regret to find that it does so in the present instance.

SIR,—The account given of a steam engine in your paper of last week, and which is stated to be an extraordinary steam engine, is, in the fullest sense of the word, extraordinary, not only in the duty as recorded, but also in the mode which was adopted for conducting a trial of that kind. I have no doubt that at least all practical engineers will agree with me, that it is perfectly absurd to think of making a fair trial of the duty of a steam engine (working under similar circumstances as the engine in question) in the short time of 24 hours; and on referring to the average duty performed by this engine for the last six months, and comparing it with the duty as recorded to have been performed during this trial, I consider that I am fully justified in making this remark. Duty as recorded at the trial 125,095,713 lifted one foot high by the consumption of one bushel of coal; average duty for the last six months 89,964,183;—balance in favour of 24 hours trial, 35,131,530. The effectual working of this engine for six months, as reported by Mr. Lean, gives 89,964,183, and which is the data that any practical man would refer to in order to ascertain the duty performed. I find by the monthly reports of steam-engines, that by comparing the average duty performed by this engine for six months, beginning with April last and ending with September, and Borlase's engine at Wheal Vor for six months, beginning with December, 1832, and ending with May, 1833, there is a difference in favour of Austen's engine of 4,816,182; Austen's engine having performed during that time 89,964,183, and Borlase's engine 85,148,001. Borlase's engine never having been subjected to a trial of 24 hours only, there has been no proof of what the duty would amount to for that time; but so far as my opinion goes in matters of this kind, and I have no doubt that I hold it in common with every engineer in this county, there is no reason on earth why the duty should not be in a like proportion, provided it was tried in the same way, and by the same committee; therefore, if Mr. Lean has given correct reports of these engines (of which I hope there is no doubt) I am at a loss to know to which the greatest praise is due—viz. Messrs. Petherick and West, the engineers of Austen's engine, or Capt. Richards, the engineer of Borlase's engine. Messrs. Petherick and West's engine shows the greatest number of millions—but when it is known that an improvement which would enable them to save one bushel of coal, would raise the duty to nearly what it is above Richards' engine, and taking into consideration the differences under which the two engines are working (Richards' engine having 190 fathoms of pump work and four balance bobs to contend with, and Petherick and West's engine only 128 fathoms of pump work and one balance bob) it ceases to be a matter of surprise why Petherick and West's engine should for a fair average of duty performed for the last six months do 4,816,182, or a little more than 1-19 more duty than Richards' engine in the same time. I beg to state, that there is what is termed an advantage which Richards' engine has over that of Petherick and West's in the number of strokes per minute; the average of Richards' engine for the six months I have quoted being 6.33 strokes per minute, and the other 3.16 strokes per minute; but even this is of little importance, as I find, on referring to different reports, a 50-inch engine working 1.9 strokes per minute, and performing 51,740,126 duty, and on the same report a 53-inch engine, working 4.66 strokes per minute, and performing 49,405,880 duty, and in another report, which was for April last, a 70-inch engine working 2.3 strokes per minute, and performing 66,845,381; and a 70-inch engine working 8.54 strokes per minute, and performing 64,378,231, plainly showing that whether an engine works three strokes per minute, or six strokes per minute, the difference in duty is of little importance. Having thus far explained this matter, in a manner which I hope will enable the country to be undeceived respecting this wonderful engine, I conclude by saying that I deem it unnecessary to point out any other engines which have not been much below this in duty, as this can easily be ascertained by a short perusal of the monthly reports. J. SIMS.

##### To the Editor of the Mining Journal.

SIR,—Having served on the committee on the late experimental trial of "Austen's Engine" on the 22nd and 23rd instant (of which trial a report was duly published in the Mining Journal) I feel, however reluctantly, that I am imperatively called on to notice the observations on that subject as published in the "West Briton" by Mr. James Sims, engineer, of Chacewater, Cornwall. In the introduction Mr. Sims appears to object to the mode which was adopted for conducting the experiment, but he does not condescend to tell us in what the irregularity consisted. He then says—"It is perfectly absurd to think of making a fair trial of the duty of a steam engine in 24 hours." Here again Mr. Sims leaves us in the dark as to the definition of this "perfect absurdity." We common folks consider a steam engine to be indelible, and not likely to tire, like a horse or any other animal, and until we are convinced of our error by strong scientific reasoning, we shall hold our opinion that a trial can be made just as well in 24 hours as in 24 months. Moreover, we are borne out by numerous precedents in this point on reference to former trials. I heartily respond to Mr. Sims's observation when he says—"There is no reason on earth why the duty of Borlase's engine should not be in like proportion." True—but let it be put to the proof. There can be no doubt but every engine in the county that is equal to "Austen's engine" in construction, application, and management, will do the same duty; and it will most unquestionably increase the renown of our engineers, and prove highly beneficial to the mining interest, if this fact is kept continually in view, and acted on accordingly. But, by the bye, Mr. Sims says—"Borlase's engine will probably do the same duty, provided it was tried in the same way and by the same committee." Now, Mr. Editor, pray can you tell us whether the stress being laid on the word "Committee" is meant to convey a compliment or a reproach? For really, Sir, "it comes in such a questionable shape," as Hamlet says, that I cannot tell what to make of it. Be that as it may, and however deficient the Committee may have been in the necessary qualifications for an investigation of this sort, they have candidly given to the world a detailed report of their proceedings, and have thereby laid themselves open to the criticism of all the engineering community—hence it appears that Mr. Sims himself has not been able to find a hole large enough to admit a single censure on this head. After having disposed of the Committee Mr. Sims takes the reporter in hand, and expresses great solicitude for Mr. Lean's honesty, by breathing a hope that he has given correct reports!! But I will leave Mr. Lean to vindicate his own cause, as he is quite capable of doing it; that gentleman's character, in his important office, stands too high to be affected by illiberal insinuations. Passing over some remarks in the account under review, which do not appear to merit notice (except where Austen's engine is erroneously described as having but one balance bob), we find Mr. Sims involved in a labyrinth among the strokes of the engine, and after making some ineffectual struggles to clear himself, gives a desperate plunge, by exclaiming "Whether an engine works three strokes per minute, or six strokes per minute, the difference of duty is of little importance!!" Sir, I am persuaded there is not an engineer of note to be found in the kingdom who will agree with him in this conclusion. The winding up paragraph of this account is so strange, that I am tempted to copy it verbatim. It is as follows:—"Having thus explained this matter in a manner which I trust will enable the country to be undeceived respecting this wonderful engine, I conclude by saying that I deem it quite unnecessary to point out any other engines which have not been much below this in duty." &c. From this notable paragraph we learn three things, 1st. That Mr. Sims has explained this matter in a manner highly satisfactory to himself; 2dly. That the country has been deceived by the report; and, 3dly. That he knows of some other good engines in the country!

In our comments we will leave Mr. Sims in the quiet enjoyment of the self-applause, but what does he mean by the sarcastic sentence, "enable the country to be undeceived respecting this wonderful engine." Whose the deceivers, and where's the deception been practised? In what way of manner, or by whom has any attempt been made to deceive the country? In the name of the Committee I call on Mr. Sims to explain himself publicly on this occasion. But Mr. Sims, forsooth, could point out some other engines which have not been much below this in duty. Query, Is it either one of the many engines under his management? I have now before me the reporter's list for August last, wherein I find the average duty of the eleven engines committed to his care is only 47,018,438!!



In conclusion, Mr. Editor, I beg to say that I am no advocate for controversial writing of any kind, unless when some great public benefit is likely to ensue from it; but in the present case I am bold to say that it is highly incumbent on Mr. Sims (who has most unwarrantably thrown down the gauntlet) to introduce another statement by way of explaining the mystified account he has set before the public, and as I have neither time nor ability to carry on a controversy of this kind, I respectfully invite some impartial and experienced man, who has the general welfare of the mining interest at heart, to take the matter up, and furnish the next reply, if a reply should be required. I remain, Sir, your obedient servant,

JOHN BUDGE,

Chairman of the Committee appointed to superintend the late trial of Austen's engine.

Callington, Nov. 9, 1835.

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To Mr. JAMES SIMS.

Sir,—The late trial of "Austen's" Engine at Fowey Consols, having been undertaken principally in consequence of the doubts expressed by yourself and other Cornish Engineers, of the accuracy of the duty reported by Capt. Lean to have been performed by her; and as both you and they were specially invited to attend it, your absence was a matter of equal surprise and regret to us, wishing as we do for "a fair field and no favour." We shall now shortly make a few remarks on your letter on the subject in the *West Briton* of last week. You object to the time of trial being only 24 hours. All such trials that we are aware of as having taken place in Cornwall, have been made in about the same time—say 23 to 26 hours.—You have been a party to such trials, and your withholding this fact is uncandid and disingenuous. We do not deny (in fact we are sure) that Capt. Richards's engine, (Borlase's), or indeed any engine, will perform better duty for a day, than for a month, for reasons too obvious to mention. Austen's engine was worked, at the trial, not with one balance bob as stated by you, but with two balance bobs. We dissent from your position, (which has at least the recommendation of novelty), that there is no advantage in working 6 instead of 3 strokes per minute, and we consider that your attempt to illustrate it, is by no means conclusive. You might as well endeavour to prove that there is no advantage in the larger size of an engine, by showing that one 24-in. cylinder engine at Sawle's Lanescoot, does better duty by some millions, than your larger engine of 66-in. cylinder, at Cardew Downs! Putting yourself forward as the champion of "Practical Engineers," some may perhaps be inclined to give you credit for modesty in selecting one of Capt. Richards's engines for comparison with "Austen's" instead of your own. We, however, think it evinces great discretion. We invite you to the following comparison, with a view to determine the merit of our respective professional pretensions, with any who may have any doubts thereon: viz. that of the aggregate duty of the engines which we have erected in the last three years, and those which you have erected in the same time; and, to obviate every objection, we propose that referees be appointed by us respectively, to ascertain and publish the result. We particularly invite a comparison in reference to past performance between Austen's engine, and two engines of the same size, erected by you at Wheal Unity Wood and Wheal Friendship, near Tavistock, about the same time, as having afforded both you and us an opportunity of availing ourselves of most of the recent improvements. We request your answer to an invitation, in the *West Briton* of next week; and in the hope of your accepting it, we forbear going into some details in reply to your observations, which we should otherwise do. Your insinuations regarding the accuracy of Capt. Lean's reports, and the committee on the trial of Austen's engine, we do not feel ourselves called upon to notice, further than to say that we are satisfied that those parties can well defend themselves, if they think it worth while to do so. Allow us, however, in conclusion, to ask you one plain question, suggested by your sneer at Capt. Lean's reports; do you feel it desirable for your interest to impugn their accuracy with a view of procuring their suppression, in order that the inferior performances of certain engines, like that of Wheal Friendship, for instance, be less exposed to public notice? We are, Sir, your humble servants,

Nov. 10, 1835.

W. PETHERICK & W. WEST.

#### To the Editor of the Mining Journal.

My dear Sir—Mr. Biddle, and all whom I have seen, think most highly of your excellent Paper, which I cannot but think calculated to be of real service to the country, and will, I hope, meet the encouragement it so well deserves. Your remarks and information on railways are very judicious, and I trust you will be cheered in your arduous task by the liberality of an enlightened and inquiring public. Mining is a subject of the greatest interest, for it is the very root of our national comfort and prosperity; and notwithstanding the immense sums which have been vainly squandered in useless speculations, its details have hitherto been a mystery which few have attempted to penetrate. I write in haste, but earnestly wishing you every success, I remain, dear Sir, most truly yours,

Newcastle-upon-Tyne, Nov. 11th, 1835. T. SOWWITH.

P.S. If the accompanying description of an improved Levelling Stave should be deemed by you worthy of insertion, it is at your service; and I shall feel happy in having contributed to the information of your readers.

T. S.

#### DESCRIPTION AND USE OF AN IMPROVED LEVELLING STAVE.

By T. SOWWITH, F.G.S.,

Land and Mine Surveyor, Member of the Institution of Civil Engineers.

The process of levelling is one which necessarily requires great care in the operation, and great accuracy in the instruments used. In surveying and setting out many of the principal roads throughout the kingdom, and especially across country roads, levelling has not been resorted to as a preliminary measure, but mere caprice or imaginary convenience have determined what course should be pursued. Of late years, however, a different, and certainly more improved practice has prevailed. Not only have the lines of country through which it is proposed to form new roads been accurately surveyed, but in most instances accurate levels have been made of the surface, and the lines of road varied accordingly, as considerations of distance and levels predominate. In the surveys of roads made under the direction of government exact sections of the present and proposed lines form an important and essential feature, and it is desirable that the forms of parliament should render sections requisite in all applications to parliament for making new turnpike roads, or amending or altering old ones. In applications for railway acts, sections are absolutely necessary, and the standing orders of Parliament require that they shall accompany the plans of such proposed railways. In agricultural pursuits, and especially as regards drainage, it is frequently essential that the surface of grounds should be accurately levelled; and for many purposes connected with geology and mining exact levels of the surface of districts are often required. In most of these departments, it is not only necessary that a tolerably exact approximation be made—a rigid accuracy is often required, which can only be attained by great care in the operation, and by the use of correct instruments. In some subterranean works it is requisite that a series of levelling operations, carried over several miles of country, both above and below ground, should be exact to a few inches; and in the conveyance of water by aqueducts, as in the sewers of a level district, it is necessary that the work be conducted from details which can only be procured by very careful and exact levelling. Important errors in levelling have frequently arisen; sometimes, in public works, these errors have caused a great and needless expenditure; and in private practice it is difficult to say how much inconvenience and loss have resulted from this cause. Whether as regards public or private works, it is evident that the time of any person who is competent to take levels with sufficient exactness must be valuable, and whatever tends to shorten the time and increase the accuracy of those who are employed in such operations, must be an improvement deserving the attention of professional persons.

Such is the object of the *Improved Levelling Stave*; and with a view to its being rendered as useful as possible, I will endeavour, as concisely as I can, to point out what I conceive to be its advantages.

The Levelling Staves in general use are of various forms, especially as regards the number of slides and the index, or scale, by which the elevations or depressions are read off. They consist sometimes of one, but more commonly of two or three rods, figured from the bottom, and sliding so as to form a convenient length for being carried from place to place. The most common construction is as follows:—A rod of 5 or 6 feet is made to receive one or two other rods, which slide within it. On the outer rod is a graduated scale of figures, either in twelfths or tenths of a foot (as the practice of the surveyor may be; some using inches or twelfths, and others tenths, or decimals of a foot). Upon this rod a vane, or cross

piece of wood is made to slide, having black and white marks to make it conspicuous, and an aperture in the centre, through which the graduated scale may be seen. The assistant who holds the stave, after setting it steadily down, and holding it as upright as he can, keeps his eye on the observer at the level, and according to certain signals, commonly made by moving the arm, moves the vane up or down, until by another signal, or a call if sufficiently near, he is apprized that the vane is in the right position. He (the assistant) then reads the scale through the aperture in the vane, and reports it to the surveyor or observer when he comes up; and it may or may not happen, that the observer himself examines the scale, in order that no mistake may arise from an error of the assistant.

In this practice, it is in the surveyor's power to examine the stave, provided he can depend on the vane being exactly in the position it was when he beheld it through the telescope of his level, and if, on so examining it, it appears the same as the assistant reports his observation, it amounts nearly to a demonstration of the observation being correct. In the survey of roads and railways, however, it not unfrequently happens that matters are deferred until the latest possible opportunity, and the surveyor is compelled to hurry forward both his surveying and levelling operations by the most rapid manner he can devise, consistent with their proper execution. In this and similar instances, where expedition is required, it is usual to carry off the levelling process with two staves, one behind and another before the observer, so that what are called the rear-sight and fore-sight may be taken without losing the time of an assistant removing from one to the other. In this case, though the surveyor may examine the fore-sight stave, he cannot see the rear sight one until it has been carried a considerable distance; and even the time to examine the fore-sight stave in expeditious levelling can hardly be spared. It will also be readily understood, that the operation of moving a vane slowly up or down, until its centre line shall exactly coincide with so delicate an object as the cross-hair in a telescope, is one which occupies much time, and requires no small share of patience, both in the surveyor and assistant; and the nearer the approximation becomes, the more difficult is it to obtain that close coincidence which is requisite. When the observation to be taken exceeds the height of the first stave, it becomes necessary for the assistant to remove the vane, and to fix it on the movable rod, which he then slides up to the required height, and reads the elevation by means of an index or graduated scale. Here a new source of difficulty and delay often arises. If the sliding rod moves too freely, it is sometimes next to impossible to move it steadily down to read the index; and if it moves too stiffly, much time is lost before the sudden and awkward jerks which propel it cause it to coincide with the cross-hair of the levelling instrument. To some these details may appear prolix, but those who have had occasion to take extensive ranges of levelling must have found that these hindrances often cause great inconvenience, and always great loss of time. Sometimes, in extensive surveys, it is difficult to procure assistants competent to read the graduations of the scale with sufficient exactness, and if through inadvertence, or the slackness of the instrument, any change of the vane or sliding rod occurs, the surveyor may experience all the disadvantage and delay of a material error, which, if not detected in time, may occasion great embarrassment and delay. A very hot day may tend to make the rods slide very easily, and an occasional shower of rain make them so stiff as to be moved with difficulty; and these disadvantages, more or less, attach to most of the levelling staves commonly used.

The construction of the Improved Levelling Stave is such that the surveyor reads for himself at the very moment of taking the observation. The assistant is not required to give any attention to this part of the operation, and therefore no mistake can possibly arise from his ignorance or inattention. No time is lost in moving a vane up and down as no vane is required; for as soon as the level is adjusted the surveyor has only to look through the telescope, and he perceives at once the cross-hair intersecting the broad and clear graduated scale of the levelling stave. He has only, therefore, to assure himself that his instrument is truly level, to mark down the elevation, and proceed with confidence and expedition unattainable by the more ordinary methods. Another great advantage in the construction of the Improved Level is, that the sliding rods may always be kept so slack as to slide with great ease, being fastened by a spring at the correct elevation with a catch, which prevents them, when fixed, from moving. The height is not obtained by sliding the rods or a vane up and down, but they are placed at once, by means of the spring, at their full height, and having a graduated scale, which is a continuation of the lower one, the surveyor reads the figures on them in the same manner as on the lower part of the stave. In levelling staves of this description I have seen the upper rods fixed by means of a small screw; this, however, is liable to two objections—the screw is very apt to injure the rods as they slide, and the stave which I saw had in this manner become almost useless; but the principal defect is, that it requires some time and attention to fix and unfix the screw properly, for if the rods be not very exactly placed, as regards the graduated scale, it is evident an error may arise without any chance of being detected. The application of a spring catch completely obviates these defects, the fixing is the work of a moment, and when fixed the rods cannot but be in a correct position, since the construction of the stave is so contrived as to effect this desirable result.

However theory may seem in favour of this or any other improved instrument, practice is the best criterion, and by this test the superior advantages of the Improved Levelling Stave have been fully confirmed. Instead of a slow and tedious process, liable to uncertainty, the useful art of levelling is capable of being practised with great expedition and success. Time is in all circumstances valuable, but when levelling operations have to be carried on in a populous town it is of great importance that each observation should be made as quickly as possible, for the sight which may be taken one minute may be interrupted by carriages or foot passengers the next. Instead of a tedious and uncertain process the observer at a glance observes the figures and scale of the index, notes them in his level book, confiding in the correctness of his own inspection, and proceeds without delay to take another observation. The Improved Levelling Stave is larger in dimensions, and consequently heavier, than those commonly used. The former is necessary in order to obtain a broad surface for the figures and scale, and the latter, without rendering the instrument inconvenient, tends to give a greater degree of steadiness when exposed to a current of wind. It is also a great advantage that the attention of the person who holds the stave may be entirely directed to the single object of holding the stave perpendicular, a condition highly essential to correct levelling, but which is very apt to be neglected when the assistant is occupied in the treble task of observing the signals of the surveyor, moving the vane, and attempting to maintain the stave in a vertical position. The scales of feet on the face of the staves may be graduated decimally, or in inches, according to the practice of the surveyor who uses them. Either the one or the other may be read to the 100th or 120th of a foot, at the distance of five or six chains, and a tolerably correct approximation can be made at a greater distance, but whatever kind of stave is used, no observation, in which tolerable exactness is required, should exceed the former distance, and, where minute accuracy is required, the distance ought not to exceed two or three chains. In this case, also, the observer should be very careful to place the level as nearly as possible midway between the places of observation. For the construction of Levelling Staves mahogany is the best wood that can be used. Plain, or what workmen call *strait barked* wood, should be selected, and it ought to be well-seasoned. When made, the surface of the whole instrument should be well saturated with oil, and suffered to stand a few days, after which a final covering of French polish, will render it impervious to the weather. Great nicety is required in setting off the scale, which is best done by means of an accurate feather-edged ivory scale and needle. The usual process of levelling is well known, and tables for correcting the curvature are to be found in many mathematical works; but in so short a distance as is commonly taken in practical levelling, this correction is not required. If used at all, it is only to be applied to the difference of distance between the level and rear sight, and that between the level and fore-sight, which, if the observer carefully selects his stations, will be either equal or very nearly so. When once the levelling instrument is adjusted, the observer may very quickly take several observations from one station; thus obtaining a minutely accurate profile of the ground which, though valuable, might not be sufficiently so, to repay the time and trouble it would take to obtain them by the ordinary method of a sliding vane. This facility of observation renders the improved stave particularly applicable to the exact measurement of such objects as have various elevations at a moderate distance. Thus, for taking the transverse section of a road or railway, the level may be placed, either in a line with the proposed section, or in any other convenient position. A chain or tape line being extended across the road, and the stave successively placed at each prominent part, the observer can note down the several elevations in his book almost as quickly as the stave can be placed, whereas, with a sliding vane, the moving of the slide and inspection of the scale would, in each case, occupy as much time as by the other mode is required for the whole operation.

#### COAL TRADE.

To the Editor of the Mining Journal.

Sir,—The acknowledged importance of your Journal in giving publicity to, and in conveying most useful information connected with all the public companies formed for commercial enterprise, and particularly the interest you take in affairs relating to mining, induces me especially to direct your attention to the importance of the coal mining districts in the counties of Durham and Northumberland, as a fine and open field for the operations of a spirited public company. These extensive coal fields embrace nearly the whole eastern parts of the above counties, and extend a distance of 33 miles from north to south, and 24 miles from east to west, and have long been a source of immense wealth to the surrounding country. They are, moreover, of the greatest national importance; constituting, as is well known, the basis of British manufactures, and an invaluable support to the shipping interest. The superior advantages of public companies over private individuals in carrying on extensive works are undoubted, and such companies accordingly possess a large share of general confidence and support, as is evident from the rapid progress now being made with those stupendous undertakings, railways. Now, no part of the empire will be more permanently benefitted by the railways, at present in formation, than the north of England, where the greatest facilities will be given by them to the working and transit of the staple commodity, coal; and where all the great interests are in a flourishing condition, and manufactures and commerce of every kind yearly and rapidly increasing. The quantity of coal consumed in London, and in the home market generally, as well as the demand for that article in the export trade, amply show, what indeed every one is well convinced of, that the coal trade is of the greatest value to the country; and if embarked in by a public company, conducted on liberal principles, would afford a most profitable investment for capital. In most of the other mining districts, companies have been formed for working the mines. In Durham and Northumberland the field is open for such a speculation, and to us it certainly appears that the formation of a company for working the coal in those districts is a matter well deserving of public support, and that capital so employed would yield a most liberal return. It is a subject that ought to interest the inhabitants of the metropolis, as much as those of the coal districts, who would heartily join in the undertaking. There can be no doubt but that working the coal in the north ought to go hand in hand with the making of railways there; and if you take a map of the district, and observe the lines of the intended railways (noticed in your Journal), you will easily see the advantages of their being made available to any public company in conveying coals to the sea, or to the great depôts for land carriage. As a well-wisher to every plan calculated to prove of use or benefit either to the country generally, or to a particular part of it, I have taken the liberty of requesting your attention to this matter; and if these remarks should be thought worthy of a place in your valuable Journal, their insertion would confer a favour upon your constant reader,

Newcastle-upon-Tyne, 10th Nov. 1835.

A. B.

#### THE MINING INTERESTS.

To the Editor of the Mining Journal.

Sir,—The meetings which have recently taken place in Cornwall for the purpose of re-establishing and extending the jurisdiction of the Stannary Courts of that county, appear to be well worthy of your attention. The subject is one of great importance to all who are connected with the mining interests of the west, and that being the case, it may not, perhaps, be altogether useless to draw the attention of that portion of the public more especially, not only to the advantages to be anticipated from the project, but also to those difficulties which make it most essential to proceed with due deliberation and caution in a matter involving interests of such magnitude. The jurisdiction of those courts has hitherto been confined to suits connected with tin alone, and that, moreover, where both the parties were actually within the limits of the stannaries. It is now in contemplation to extend that jurisdiction to all matters connected with minerals generally. Throughout the county of Cornwall, questions of title only excepted—and to add also a power of proceeding against defendants not actually resident within the county. It is obvious that such a project will include a vast variety of cases, questions of account, agency, contract, liabilities as between partners, liabilities to third parties, all which and many other causes of suit or action, provided they shall have originated, or have been completed within the above limits will come, immediately within the cognizance of these local tribunals.

Now, from the peculiar and complicated nature of mining concerns, and from the very great injury which may frequently occur from the stopping of the works, not only to the machinery, but also to the mines themselves, there can be no doubt but that in many of the foregoing cases a cheap and speedy decision of the matter in litigation would be of the most essential service: above all, the summary interposition of an equity judge possessing full power for the purpose of preventing all intermediate and immediate injury to the concern, and of appointing in some instances a receiver or trustee for its management, until a final decision could be obtained upon the point in issue, would be altogether invaluable. In this point of view, therefore, the projected remodelling of these Stannary Courts appears to be not only desirable, but worthy of the cordial support of the influential body, whose interests will be most affected by the change. But there are other questions involved in this subject, which are matters for more mature and deliberate consideration; and amongst them, the first in importance seems to be, whether in matters for final adjudication any local court ought to be entrusted with powers to an unlimited extent, or whether, on the contrary, those powers ought not to be limited not only to cases of a certain amount, but also to such cases as are simple in their nature, and do not involve those many nice and intricate points confessedly connected with mining law, which make them properly subjects for the cognizance alone of the superior courts of the realm.

This question is far too extensive in its bearings for me to enter upon it more fully at this moment. The matter, moreover, appears to have been taken up with much prudence in Cornwall; a committee has been appointed of those best calculated to give and collect information on these points, and the bill doubtless will be a more especial object of care and examination to the two able and efficient representatives of the western division of that county. It will be sufficient, therefore, for the present occasion, if, through the columns of your valuable Journal, I shall have called the attention of the mining interest generally to this momentous subject; and should you think this communication worthy of insertion, I may probably take some future opportunity of touching more fully on the past and present condition of those courts, the alterations that are now projected, and above all, the importance of considering well in detail the provisions relating to the jurisdiction, practice, and general constitution of this tribunal, before this measure shall receive the final sanction of Parliament.

—SCRUTATOR.

[As we have another valued Correspondent who signs himself Scrutator, we have prefixed two asterisks in this instance, to distinguish their communications.—Ed.]

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#### TRADITIONARY FRAGMENTS OF MINING HISTORY.

BY A CORNISHMAN.

CAPTAIN JOE.—CHAP. V.

The next morning he was early astir, and it must have been a strong inducement indeed that could have drawn him on that day far from the Bull and Mouth. An early dinner was the first order he gave; and tradition says, that he was more than once tempted to accelerate the advance of time by pushing the clock a little forward. He swore that the forenoon was an age, and that if a tinner was getting a hundred pounds start, he would not wish to work a longer com'. At length, out of all patience, he rushed into the kitchen, and demanded if he might have a basin of broth? Mrs. Drippingfat promised him some soup in a moment. "Aye! aye!" said Captain Joe, "we call it broth, but here 'tis soup, turtle soup." In a moment sure enough the dish of turtle soup was on the table; he looked at it with rapture, and exclaimed that "he never saw a kindlier tincture;" and on tasting it, he protested that "he never eat such broth before." The first dish was soon empty, and another ordered, which, with a third, just as readily followed No. 1. Behind the ample folds of Captain Joe's red pulish waistcoat, and, wiping his mouth, he declared that "there was no such broth as that home to Cornwall." "Now then," says he, "for the turtle." It was already served up, and the first sight of it literally put him into ecstasies. In an instant his knife was buried in its green fat, and his plate loaded to the very edge, with its ample collars. And never surely did any



alderman match Captain Joe in eating turtle. The actual quantity devoured by him tradition has not revealed; but we have the authority of Boniface for asserting that Captain Joe's proportion of the solids was at least more than double that of his three courses of the fluid of the turtle feast. At length he dropped the knife and fork, and looked unutterable things.

To be continued.

#### TO CORRESPONDENTS.

*School of Mines.*—We observe by the *Cornwall Royal Gazette*, received as we were going to press, that this subject has attracted the attention of the Editor and a correspondent, who recommend that a portion of the De Dunstanville Fund should be applied to the establishment of a School of Mines. We hope not. The object can be well effected without infringing on that fund, which will, we trust, be applied in accordance with the intentions of the subscribers.

We have received several communications on the subject of proposed new Mining Companies, which being anonymous, with one exception, we have not noticed. We have never wittingly inserted any paragraph calculated to mislead, and are not responsible for the advertisements which appear. We regret, however, to have occasion to observe, that some of our contemporaries too freely insert mining paragraphs, the objects of which cannot be mistaken.

It is due to the respectable house who have worked off our impression, except on the occasion of the Enlarged Sheet, to acquaint them of the charge conveyed in our last Number. The parties implicated are farther west, and represent themselves as being able to carry the world on their shoulders.

## THE MINING JOURNAL AND COMMERCIAL GAZETTE.

LONDON, November 21, 1835.

In deference to the opinions of many correspondents, and in compliance with the wishes of friends who have evinced an interest in the establishment of a "School of Mines," we are induced on the present occasion to offer to our readers the outline of a prospectus for carrying into effect that design, in the success of which we feel much interested.

We have received several communications—we have conversed with many practical and scientific men on whose assistance we can reckon with confidence, but who, with that delicacy which we can well appreciate, have expressed their desire that we should state the opinions we entertain as to the course to be pursued; while others have signified their willingness to contribute in a pecuniary point of view, to all of whom we hope to have early occasion to refer, and we doubt not with pride and satisfaction.

Let it then be our object to invite and to direct the attention of our readers to the *Prospectus of a School of Mines*, the outline of which, however imperfect, may at least place the subject before the mining world in a shape so far tangible as to leave it open to observation and amendment.

In so doing, we must acknowledge the obligations under which we lie to JOHN TAYLOR, Esq. in particular, and to our correspondents, for their suggestions, which, where adopted, will we trust be found applicable.

Not to observe on the established Schools of Mines which in Germany, Hungary, &c. are so well known as to render any observation here unnecessary, we cannot but advert to the Gewer Institute established at Berlin, for the purpose of giving instruction in manufactures connected with the arts, while there are also smaller institutions, as schools of design, in Breslaw, Königsberg, Dantzig, and Cologne. The instruction there is gratis, the manager being paid by the government. Instruction is given in chemistry, drawing, modelling, mathematics, and perspective. Each one chooses his own department of manufacture, and the founding and casting of metallic works, and other manufacturing operations, form part of the system of instruction. The pupils are recommended from the provinces by the government president: they must have a knowledge of some manufacture, and be able to read and calculate; and if, after learning some time, they show no aptitude, they are sent back to the places from whence they came. Any person may recommend a student who evinces a peculiar taste for any particular branch of art. The number of pupils at the principal school in Berlin averages about 80 or 100, and they remain at least two years, during which time they are instructed in every species of manufacture and metallurgy, and any particular instance of industry and success is rewarded with prizes and distinctions.

If then we find Prussia thus advancing—if we consider for a moment the obligations that England is under to foreign countries, for not only scientific communications and suggestions appertaining to mining, but also for the aid of those who have been educated at the schools of mines abroad, visited as such schools are by our own countrymen, in order to acquire knowledge which they cannot obtain at home, is it not natural to suppose that a School of Mines will not only be supported, but that it will be hailed as a national benefit, and place us in that position which our mineral wealth so well justifies?—But to our outline. We would first propose—

That a School of Mines be instituted, the head or principal establishment to be in London, with branch establishments or schools in the several mining districts; the management to be confided to a council to be hereafter appointed, of whom the President, Vice-president, and Council of the Geological Society, the Royal Society, and other scientific bodies, shall be considered honorary members. That local boards of management be established in the neighbourhood of the respective branch schools. That the establishment in London shall consist of a museum, library, lecture room, &c., and that lectures on the sciences connected with mining be given. That in the first instance schools should be established at Redruth, as being in the centre of the mining district of Cornwall, at Newcastle-on-Tyne, as comprehending an extensive coal district, and at Wolverhampton or in its vicinity, as embracing the iron works and collieries of that mineral tract. The awful accidents which have of late occurred alone is sufficient to ensure support from the two latter, while the importance of the numerous mines in Cornwall ensure success in that quarter.

To carry these objects into effect, we invite the attention of all interested in mining concerns, and all those who, as lovers of science, are anxious to see a school of mines established in England. It will be our province, individually, to address those who may appear to be most interested in the success of this measure, inviting their support and co-operation, and we trust we do not expect too much when we look to our readers generally for the exercise of their influence, the benefit of their advice, and the assistance of their purse.

We have given a hasty view of the course we think should be pursued, and shall resume the subject further in detail in our next. We cannot, however, resist the opportunity afforded us of making the following quotation from the "Records of Mining," by J. Taylor, Esq., of that gentleman's opinion of one at least of the advantages to be calculated on from the establishment of a school of mines. Speaking of the benefits to be derived from science, and the disadvantages under which those labour who have not the opportunity afforded them of acquiring it, and on "the prejudice and conceit" of those who "resist what has not originated with themselves," Mr. Taylor says—

Nothing, in my mind, could do so much towards the removal of such narrow views as a School of Mining, where young men, while they could continue their practice underground, might hear those sciences explained which would be most useful to them, and might devote some of the spare hours which a miner's life affords to seeing and comparing the practice of others in a place where their art has reached the greatest perfection. With regard to the capacity of the working class of miners for instruction but little requires to be said; it is, I conceive, admitted by those who know them best, that they possess it in a peculiar degree. From this class the agents even of the largest mines are taken, and were to say much of what I think of the talents that

they commonly possess, and of the excellent use they make of the means of instruction, slight as they are, which are thrown in their way, it might appear that I meant to flatter men with whom I am much associated, and to whom I am so much indebted, but the fact is notorious, in Cornwall particularly, that education is much sought after among the miners, and that its benefits are improved as much as the means will admit, and even frequently far beyond what could be expected from the few opportunities at present afforded them. Miners, in general, are a superior class of men, and, in the deep mines particularly, the constant exercise of judgment and thought which is necessary, produces a proportionate degree of intelligence.

We cannot close our remarks, without particularly referring to at least one correspondent, whose letter, which does him so much honour, and whose talents are recognised, we are happy to say, by all those who know him, we insert as we received it—it will best speak for itself. As the testimony of a foreigner, himself indebted to the advantages attendant on the establishment of a school of mines, in which he would have the English practical miner participate, and as a trifling acknowledgment as expressed by him to us of the kindness which he has met with in England, it is doubly gratifying to be able thus to close our observations.

MY DEAR SIR,—I have been delighted by the conversation I have had with you last night, in which you communicated to me your intention to exercise your influence towards establishing a Mining College in this country; and I beg to offer my most cordial wishes for a crowned success to so splendid an enterprise, which, no doubt, must attract numerous contributors in a country where so large a capital is employed in mining speculations, and where the importance of such an establishment must obviously be felt both for the interest of adventurers and the promotion of science and the mining art in general. Understanding that you intend pursuing the plan by way of subscription, I beg that you will do me the favour to inscribe my name for the amount of ten guineas.

I remain, with particular esteem,  
My dear Sir, your's very truly,  
2, Cecil-street, Strand, Nov. 12, 1835. J. C. HOCHNER.

#### LATEST INTELLIGENCE.

CITY 12 O'CLOCK.—Consols, 91½ for money and account; new 3½, 100½; Exchequer Bills 12½; Portuguese, 90½; Spanish, 48½ 9 ditto deferred, 24½; passive, 14½; Railways—London and Birmingham, 46-48 pm. Greenwich, 7½; Blackwall, 14-2; Great Western, 9-11; Brighton (Stevenson) 3-4; North Midland, 14-2½; pm. Gravesend, Gibb's Brighton and Croydon are about par.

TAVISTOCK, Nov. 19.—There is some talk of extensive operations in this neighbourhood. At the New South Hoe there is now saving work.

CALLINGTON, 19th Nov.—The rich ore raised at Wheal Brothers will, I believe, be sampled to-morrow at the works of the Tamar New Smelting Company, the establishment of which will doubtless prove of much importance to this district, which is daily unfolding its mineral wealth. All here is in activity. Holmush has some 200 tons to grass. Redmoor progressing, and many new Sets taken.

TRURO, 19th Nov.—The standard this day is £111 6s. Average produce, 8½. Quantity of ore sold, 2,510 tons—21 cwt. Quantity of fine copper, 205½ tons.—Amount of Sale, £15,963 1s.

#### THE FUNDS.

CITY.—FRIDAY EVENING.

There has been, as usual, but little variation in the English funds during the whole week. Consols rose yesterday morning to 91½, in anticipation of a purchase of £500,000, made about 12 o'clock by the West India Commissioners; after this they declined again, and remain at the former quotation 91½. Exchequer Bills have touched 17s., and have also declined to 12s. 14s. premium.

The plain reason why these large purchases, added to the investments made by the parties who have received West India Indemnity payments, do not raise the prices of the funds is, that the purchasers are supplied by the large holders of the Omnium of the West India Loan. The circulation of Bank Notes remains of course quite unaffected, because the money invested by the West India Commissioners is paid into the Bank of England again by parties who have previously borrowed of that Corporation on funded and other securities.

Business in the Foreign markets has been on as moderate a scale as in the British funds, with the exception of Spanish Bonds, which have again risen about 4 per cent. more this week, having been done yesterday as high as 49½.

A reaction took place this morning, when they fell to 48½, after which they recovered and close this evening 48½.

In the absence of any news of importance from Spain either civil or military, the additional rise this week seems to be owing to the cause formerly adverted to, namely, that the reforms necessary in Spain will be peaceably effected under a constitutional monarchy. The expectations of the bond holders in the mean time are excited, by the anticipated speech of the Queen upon the opening of the Cortes, on the 16th, a copy of which is expected here either to-morrow or Sunday.

The improvement in Spanish deferred bonds during the past six weeks has been still more remarkable than the rise in the active stock. This is generally attributed to some forthcoming plan, under which the holders of this species of security will be allowed to pay it over to the Spanish government in exchange for Church and Crown lands, on terms more favourable to the bonds, and to the government, which will not of course admit them at par, except upon payment of a considerable per centage in money.

With regard to the Funds generally, the prices of which are already much elevated both here and on the continent, affording but little room for speculation upon any further advance, a considerable degree of wariness begins to be manifested.

In the first place, absurd as a war, a non-intercourse system, may be between France and the United States, much ill humour prevails on both sides. France cannot retract nor pay until the Government of the United States consents to apologize, and thus save the honour of France; and in the mean time it begins to be apparent that the question of reparation for hasty and ill advised expressions, instead of being treated according to plain sense, may be taken up in the United States as a party and electioneering matter. Reasoning from experience of the disgraceful extremities to which party strife is carried in the United States, it is certainly not easy to calculate how far the clamour against France may be pushed short of actual war, the possibility of which cannot of course be contemplated, however much the intellects of the Americans may be obscured by the absurdities of party.

The second ground of apprehension in the city of late, has been the articles against Russia, which appear from time to time in the French and English semi-official newspapers. These articles appeal loudly to the public opinion of Europe against Russia, on the score of common humanity; and also of state policy in its disregard of the European treaties of 1814 and 1815, by which the political conduct of Russia towards Poland ought to be regulated.

Under all circumstances, however, these newspaper poisons seem calculated not so much as the precursors of offensive proceedings on the part of England and France, as an endeavour on their part to alarm the Russian Government into more moderation in its conduct towards the Poles; and as an attempt also of the Western Government to keep alive the public spirit of Poland, to make use of that in order to employ the Russian army in the north, and thus effectually to check her schemes for the occupation of Turkey. At all events, war between the parties seems totally out of the question, so long as Prussia and Austria, wisely intent upon internal improvements, upon the development of industry, and the real happiness of their people, refuse to lend themselves to the passions of either party.

Notwithstanding these conclusions, which men of business, whose affairs are necessarily much regulated by a regard to possible changes in the political state of Europe, have generally formed, some uneasiness undoubtedly exists upon both these subjects.

Compared with the activity of business, and the eager demand for the Bonds and Stock of the United States apparent from 1830 to 1833, they are just now quite neglected, and since about June or July they have very generally declined in price from 3 to 4 per cent.

The prime security of these funds which are issued, not by the government of the United States, which has now no public debt, but by the States themselves in their capacity as separate local governments, is as well founded as can be, certainly much superior in their origin, to the funded debts of Europe, the great bulk of which are a continued

burthen upon the various communities, and a lasting evidence of the blood and treasure wasted in internal or foreign wars. The debts of the several American States have, on the contrary, been issued in every case for the establishment of banks of discount and advance, for mortgage institutions, or for the construction of public works, such as canals and railroads, all of which return to the state a revenue annually greater than the interest and sinking fund of the debt.

Notwithstanding this useful origin, which begins indeed to be thoroughly understood and appreciated here, the stocks of these various states have declined for some time past, owing perhaps more especially to their high range of price, which rendered them less a subject of investment or speculation in Europe. The decline of the stocks of the middle and southern states, such as Virginia, Mississippi, Alabama, and Louisiana, has been owing more especially to the abolition of slavery in the British West Indies. To the party for abolition, which has consequently sprung up in the United States, and to the violent national dispute upon this question, which appears to be rising. The extremes also to which party spirit is carried in the United States on every question, both locally and in Congress, and the violence and local disturbances which have lately followed in almost all the principal cities, have much abated the eagerness of the Europeans for investments in American securities.

There has been much languor during the whole week in the transactions in shares; those of the London and Westminster bank excepted, which, on account of the increasing business and profits of the bank, and of the resolution of the directors to establish branches in Holborn, White-chapel, and Southwark, have risen considerably, and were done yesterday at 10s. per share premium.

Transactions in railway shares have been on the whole dull, not so much however in those of the companies already established, and in progress, which have maintained their prices, and in some cases have again advanced. Business in the shares of new companies is decidedly at a stand, and deservedly so, considering the singular appetite of the speculators for subscribing to two or three companies at the same time having the same object in view. As the public at large, who, after all, must be looked up to as the supporters of these enterprises, are evidently more upon their guard, and will not buy; the prices of shares in the new companies have declined this week, and the mere speculators are therefore proportionately disappointed. The shares of the Dover continuation of the Gravesend Railway; those of the South Eastern or Dover line, patronized by the Sheriff of London, and the shares in that truly notable scheme "the Grand Surrey Canal, Dock, and Rail-road Company" has been issued to the various applicants. From the visages of the directors, solicitors, engineers, bankers, secretaries, and other professional undertakers engaged, and more especially from the appearance of the market for rail-road shares, which, instead of premium, speaks of doleful discount, it would appear fortunately for the scheme, and still more so for the great cause of rail-roads, that but an inconsiderable quantity of the shares, with which the subscribers have been favoured, have been in reality paid up. Among all the schemes, that of a rail-road to Brighton appears of a truth to be considered as quite a money pot; no less than eight or ten surveys for a line of road have been made, three of which have ended in bringing projects and subscriptions to bear, and as if that were not enough, to scale the four lines of hills which lie across the path from London, a prospectus of a fourth has appeared to-day, from the description of which it would seem that the public has been dreaming since the flood, and that instead of the four ranges of hills the country is, in fact, nearly a perfect level!!

In the meantime more schemes, still doubtless concocted like the last, during the late mania for subscribing, appear every day by advertisement, namely, a scheme for a Railroad from the two City Docks to the neighbourhood of the Exchange, whether over the houses, across the streets upon a level, or underground, by the lines of the public sewers, is not yet quite determined; another, in rivalry to the Gravesend Railway, on the north side of the river from Blackwall to Tilbury Port—*can multis alius*—which, upon the slightest consideration by the public, will appear plainly enough to be addressed more to an uncalculating voracity for Shares, than to any particle of judgment.

As to the question of Railroads generally, (which speculators and jobbers of all ranks and descriptions are doing all they can to ruin or obstruct by their indecent proceedings,) especially for passengers, cattle, farming produce, bale goods and groceries, the great cause into which the genius of the Treasurer of the Liverpool Railway has breathed life by his perfection of the Locomotive Engine, must ultimately progress.

Like the French revolution, that is the economical part of it in church, law, and state, like gas and all the great and recognized improvements in machinery, instead of retrograding, it must advance, and will make the tone of all that part of the world where fuel is to be obtained at a reasonable cost. Pending the discussions between the hot-headed persons who are intent upon making railroads, no matter where, how far out of the line of their true interests, nor up what declivities, nor at what cost, and the sleepy or bigotted portion of the community, who either cannot, or will not see, the progress of the cause may be decided by two questions:—1. Can we drop any machinery in this country while others, such as Europe, and the United States, not only take them up, but are making rapid strides in supplying themselves and their neighbours by employing, perfecting and inventing labour saving machines? 2. Can we afford to allow the produce of our mines, agriculture, and looms, to reach the towns and the coast at the slow time and double cost of the common roads and canals, while we can have the short, speedy, and cheaper means of transport afforded by railroads? No doubt we can, if it is physically possible, to deprive our 17 millions of half their food and employment, and if also Europe, and the United States, who are more than at our heels, will but consent to break up all the improvements they have been, and are making, and the 1,200 miles of railroad which the United States have now in operation, and the 3,000 more, the plans of which, however vast and gigantic, are nearly ready for execution.

So much for the policy of rail-roads, the lines of which, whether for the purposes of business or pleasure, ought to be properly located and well considered. What is wanting above all things in this country is not energy but common sense, a portion of which latter it would be well to infuse among our capitalists, by directing their minds to some enquiries as to railroads absolutely necessary before they subscribe their money; such as the character of the parties to whom the capital is entrusted; the line of road, the levels of the country through which it has to pass, the cost of cuttings, embankments, and tunnels, amount of traffic, and consequent probable revenue, &c. &c., and lastly, whether any absurd rivalry exists between the various committees or districts in their projected applications to Parliament.

The prices of rail-road shares close this evening as follows, viz:—  
Birmingham ..... £46 48 premium.  
Blackwall ..... 1½ ditto.  
Brighton (Goldsmith's) ..... 3½ nominal.  
Ditto (Gibb's) ..... 2 dis. par.  
Croydon ..... 4 ditto.  
Gravesend ..... £20 ..... 7 dis. 4 pm.  
Greenwich ..... £20 ..... 7 8 ditto.  
Great Western ..... £100 ..... 9 10 ditto.  
North Midland ..... 1½ 2 ditto.  
Southampton ..... 3 2 dis.

The prices of the principal Funds and Securities close as follow, viz:—

BRITISH FUNDS.		Dutch 2½ do. 53½ 4	
Consols, Nov. Account, 91½ 4		Do. 5 do. 100½ 101	
Jan. Account, 91½ 92		Portuguese 5 pr. Ct. 90½ 4	
New 3½ pr. Ct. 100½		Do. 3 do. 28 4	
34 pr. Ct. Reduced, 98½		Spanish, active, 5 do. 48½ 49	
Exch. Bills, 12s. 14s. pm.		Do. deferred, 24½ 25	
East India Bonds, 4s. 6s. pm.		Do. passive, 14½ 4	
FOREIGN BONDS.		Chili, 6 pr. Ct. 44 46	
Belgian 5 pr. Ct. 100½ 4		Colombia, 6 pr. Ct. 33½ 34	
Brazil 5 do. 84½ 85½		Mexico, 6 pr. Ct. 38 39	
Russian 5 pr. Ct. 108½ 4		Peru, 6 pr. Ct. 26 27	

Effects of Charcoal.—A few days since three men who were employed to destroy the rats in the brig George Gordon, went into the hold for the purpose of renewing the charcoal fires, which had been burning all the day; the first man, in the act of stooping to the fire-grate, inhaled a sufficient portion of carbonic acid gas to cause him to fall, in a state of insensibility, into the heavy atmosphere of gas; a second and a third, in an attempt to rescue the first, shared a similar fate. An alarm was given, and in a few minutes they were got out of the ship without further accident, and conveyed in an inanimate state to the Northern Hospital.—*Liverpool Standard.*



## MEETING OF THE MINING INTEREST.

In compliance with a requisition to the Earl of Falmouth, signed by the leading gentlemen of the county connected with the Mining Interest, a general public meeting was held at Pearce's Hotel, Truro, on Wednesday, the 11th inst. for the purpose of taking into consideration the present state of the Vice-Warden's Court, and other matters in relation thereto, which was most numerous and respectfully attended. The Right Hon. the Earl of Falmouth in the chair. Amongst the gentlemen present, besides the chairman and his son, Lord Boscawen, we observed Sir Charles Lemon, Bart. M.P., Sir Wm. Molesworth, Bart. M.P., E. W. W. Pendarves, Esq. M.P., Charles Buller, Esq. M.P., J. W. Freshfield, Esq. M.P., J. Bassett, Esq., T. J. A. Robartes, J. H. Tremayne, J. S. Enys, J. B. Praed, J. Vivian, J. S. G. Sawle, Edw. Collins, Humphry Williams, Esq. M.P., J. Ennis Vivian, J. T. Coyton, Geo. Simmons, jun., Colman Harvey, Wm. Tweedy, Richard Davey, L. C. Daubuz, Geo. Johns, R. Sampson, Wm. Paul, Wm. Horradon, Wm. Reynolds, Michael Williams, J. Williams, jun., W. Tweedy, jun., J. W. Chilcott, G. Wightman, Wm. Williams, C. Carlyn, J. T. Ausen, J. Carne, S. Davey, A. Plomer, W. Vise, E. Coode, T. Bolitho, W. P. Williams, H. Davey, R. Harrey, and T. Teague, Esqrs., Revds. Canon Rogers, and G. Treweeke, Capt. Chadwick and Rogers, and the agents of the different mines in the county.

The Earl of Falmouth then read the requisition to him, and the notice convening the meeting. They would observe the terms of the requisition were, that he would convene a meeting for the purpose of taking into consideration the state of the Vice-Warden's Courts, and other matters connected with the Mining Interest. With these terms he had thought it to be his duty to comply in the notice convening them together, in order that it might afford room for the introduction of other subjects which might relate to the mines only, in addition to the subject particularly mentioned in the requisition; therefore, any gentleman present had a right to introduce such other subjects; but, if he might tender his opinion, he would submit that it was not desirable to load themselves with those subjects which were not actually necessary. (Hear.) There was one exception, which, with all due deference, he should make to this rule, and that was, that he had some explanations to make with respect to the question of the claims of the duchy, on which most important question a meeting was held on the 12th of December last, as to the state in which that question stood between themselves and the duchy, and the sole conduct of which matter he had been charged with,—that, he believed was the only exception to this rule, viz. that no other subject, beyond that of the duchy courts, should be, at this meeting, introduced. (Hear, hear.) He had thought it advisable to clear the way, in the first instance, for the subject which was to be proposed and spoken on; and with respect to that subject, knowing that Sir Charles Lemon had some resolutions to propose, he thought it desirable that previous to the present meeting, Sir Charles, some other gentlemen, and himself, should meet; and accordingly, on Monday last, the former having sent to him (the Chairman) some resolutions which he meant to propose, they met together in Truro, and conferred thereon. The result of their conference was, that Sir Charles Lemon agreed to embody the opinions that he (Lord F.) then suggested to him, in his resolutions, wholly or principally; and he had now made out a string of resolutions, in an amended form, embodying his lordship's opinions on the subject, in substance which was, that they should not go into detail on the present occasion, but merely lay down the principles on which a committee, to be appointed at this meeting, should act, which committee should have power to go into detail in the most extensive sense. Its labours did not promise to be very light, but he had no doubt that they would obtain gentlemen fully competent to get through those labours. The result of their labours, he was certain, would be satisfactory to any meeting to be there after convened. What was to be proposed in Sir Charles Lemon's resolutions would be general in its nature, leaving detail altogether to the committee which was to be appointed. In the course of the proceedings he should make some observations, and would, for the present, conclude by requesting Sir Charles to state what he proposed for the approbation of the meeting. (Hear, hear.)

Sir Charles Lemon then came forward, and said he had listened with great satisfaction to what his lordship had stated, and he hoped that whatever opponents they might meet with on the present occasion, the meeting would eventually feel a degree of unanimity, and that the resolutions he was called on to move, would, moreover, be honoured with the approbation of all parties. There was one thing which, when they met on Monday last, he heard with considerable pleasure, namely, the proposal that they should act by means of a committee, because the suggestions which were first thrown out were, that they should act by means of a Stannary Parliament. He could not see that if they were represented in that way that it would be satisfactory to the interests of those who were to be represented, and after all they would have been met with this difficulty—“By what corporations would this Parliament be elected?” The former Statute was elected by the four old corporations of Lanneston, Lostwithiel, Truro, and Helston; but he thought that the suggestion of their acting by a committee was indicative of sounder judgment than acting by a Stannary Parliament. The next point was, the principle on which the thing was to be done, and it was with a view to that question that he framed these resolutions. That they should attempt to erect a new tribunal, and construct a new code, he could not agree in considering prudent. Indeed there were great difficulties in that mode of procedure. He thought that the opinion which a friend of his gave him on this question was applicable, that they might as well try to rebuild the Tower of Babel; and he believed they would lay themselves open to what Dumont, in his life of Mirabeau, says of the French revolution, that society was in a perfect state of chaos, nothing like law or justice was known, and nothing was properly doing. He would propose the adopting the old Stannary system, as far as they could adapt it to existing circumstances, and applying all that was requisite to make it perfect afterwards. The Stannary law consists of grants, charters, acts of parliaments, and acts of convocation, which had become interwoven with the habits of the county, as well as prescriptions extending still further, and their practice had been generally established. Those laws had undergone the revision and correction of the most eminent of our lawyers—Bacon, Coke, and others, and he confessed he should see with great reluctance any proposition to cast aside the labours of those great men. Since the year 1752 abuses and usurpations appear to have crept in; not from causes created by individual persons, but from a general departure from the proper system, and the mining regulations of this county began to take a form which they never before assumed. It was from the necessity which had grown up under alterations in the system that the Vice-Warden's Court had gradually extended its jurisdiction, and that of the Steward's Court had sunk into disuse, and it was with a view of returning to the state of the original Stannary jurisdiction in its best form, that he had framed the resolutions he should move. In 1752 those abuses first took their rise, and so soon after the last Stannary parliament, that Mr. Vivian mentions that in 1754 Mr. Hearle was in the habit of trying issues and making decrees in respect to debts in the Vice-Warden's Court, which, in fact, belonged to the jurisdiction of the Steward's Court. Mr. Hearle was a man of that stern integrity and vigorous understanding—hereditary qualities—(turning towards J. Hearle Tremayne, Esq. who politely bowed in acknowledgement of this eulogium) (cheers) that he—(Sir Charles Lemon) was perfectly sure that he would not exercise a power of this kind, if he thought that the law did not put him in complete possession of it. (Hear, hear.) By degrees this court had become too odious in its operation and effects, and it was to turn its jurisdiction to its proper course, as formerly, that they were then met to adopt a course which he would proceed to move. Sir Charles then read the whole string of resolutions, (for which see the advertisement), and then continued, With respect to these resolutions, he had but a few observations to offer. They would be put from the chair *seriatim*, and the only fact or thing to which the meeting pledged itself by accepting these resolutions was, that they would give instructions to a committee to act on the plan of taking, as the framework to proceed on hereafter, the existing Stannary jurisdiction, making or suggesting those changes therein which were necessary, as well as supplying the defects which exist. He sincerely hoped that the system would be rendered valuable in trying issues in this county; and he thought they had a model in the change which had been effected in the Duchy Court of Lancaster, which had been so materially improved, that Lord Abinger says that the system of proceeding there costs but one third of what it does in the Courts of Westminster Hall. (Hear, hear.)

E. W. W. Pendarves, Esq. was received with applause. Agreeing as he did entirely with the observations which had been made by his hon. colleague, he came forward with alacrity to second the resolutions moved by him. He was satisfied that it would be impossible to work in a satisfactory manner without a committee. Formed as their intended committee would be, he thought that the heads of a bill might be produced which would prove satisfactory to the country at large.

Mr. Concanon commenced by stating that he did not come there to advocate the personal interest of any individual with whom he was connected, and he hoped to be allowed to make a few observations on the resolutions. He begged them not to consider it presumptuous if he stated that there were one or two important points which had been entirely left out of those resolutions. Sir C. Lemon had spoken of charters and acts of convocation in conjunction, as if one had followed out the other; but he could assert that those acts of convocation were in direct contravention with the ancient charters and customs. The customs and charters and the acts of convocation were at variance. Those ancient charters and customs had, in fact, become obsolete. The convocations, without authority, by charter, or otherwise, had crowded the Stannary laws with penal enactments, all of which were frightfully alarming to the tin trade. If they went through the public records of the nation, they would find laws which placed their customs at complete variance with the acts of this convocation. These laws of the convocation were then, in many respects, oppressive, and quite discordant with the system of tin trade. With respect to the court and the appointment of judges, there had a steward in direct contravention of the written law. The constitutional principle, pervading the general laws of the country, they would find to be the trial by jury, but they had it not here. (Hear.) He considered that the judge should be removable. The steward, if he knew of a default, and did not communicate it to the duchy, was guilty of a dereliction of duty: but if he did lay the information, who was the judge to try the prosecution arising in such a case? Why the steward himself must try it. If the committee investigated that subject, they would find that the stewards actually suggested prosecutions to the officers of the duchy, and even recommended the solicitors who were to be appointed to conduct those prosecutions. (Hear, hear.) They would observe that this was a frightful state of things, when they saw the extraordinary duties of a judge who was to lay informations and act as a judge at the same time. This ought not, cannot, and must not exist. The miners of this county looked on the present as a new era, for the purpose of rooting out the boundless patronage of the Duchy of Cornwall in the Vice-Warden's Court, which was a mere jurisdiction of appeal from the Steward's Court. He considered that its jurisdiction should be placed on its proper footing, and that the trial by jury should form a prominent feature in the proposed bill. If they went into this question, and did not hit at the root of the evil, and call upon Parliament to reform it, and make it compatible with existing circumstances, their exertions would be of little avail or importance. If the King's rights were to be protected, let him have his officers for that purpose, but they must not allow them to be judges as well. Mr. Concanon then moved an amendment, to be incorporated with the resolutions, defining what course it was necessary the committee to be appointed should pursue, after which,

Mr. Joseph Carne said, that as there was nothing in the principle of Sir Charles Lemon's resolutions that would prevent the committee from taking into consideration what has been stated by Mr. Concanon, ought not his suggestions to be received by the committee when they met.

Lord Falmouth said that if he understood Sir Charles Lemon's resolutions aright, they were that they should labour to preserve the Vice-Warden's Court, and such courts as were necessary to that court, provided they could render the principles on which they were established, and the practice they were to adopt, compatible with the interests and wishes of the mining community.

Mr. Concanon then withdrew his amendment, and left it in the hands of the committee.

The first and second resolutions were then read, and agreed to *nem. con.* On the third resolution being moved,

Lord Falmouth said he should be sorry to have it understood that he had pledged himself to the adoption of any principle that was incompatible with the rules and practice that guided the courts of Westminster Hall—he had avoided to express his particular opinion on this point, because it was more properly the business of the committee. One of the suggestions of Sir Charles Lemon was, that they should generalize their resolutions at this meeting, that they should not shut out the principles which they wished to maintain, but avoid detail: that had been a principal object with him (Lord F.) in making his suggestions; and he should be sorry if it was supposed that by any resolution then passed, he should be shut out from doing that which he considered to conduce to the interest of the county—those interests the prosperity of which he would assert was his sole object. (Hear.) He would preserve the Duchy Courts purely and honestly, and considered that the Duchy rights, privileges, and antiquities, ought to be likewise preserved, for he respected those rights. There were several points which had fallen from Mr. Concanon, which in committee he would give his opinion on in detail. At this meeting it was improper to say anything that would cause a difference of opinion, and he hoped he had secured himself against all misunderstanding on a principle which he deemed of such vast importance to the county.

The third and fourth resolutions were then agreed to unanimously.

On the fifth resolution being read,

J. H. Tremayne, Esq. asked if this resolution intended that the committee be directed to consider and act on all such other matters as might be brought before it; whether it should have the power of treating, for instance, that subject which occupied their attention in December last, he meant the claims of the duchy lessees; he did not say that it would be fit to embody it in the intended bill, but should it not be fairly understood that the committee should likewise have it under their consideration? It was proper that the duchy claims should be put on the same footing as those of the crown. At that meeting they agreed to a petition on the subject, but what the answer to it was, or whether there was any answer whatever returned, he could not tell; that was a question which must not be lost sight of by the county. (Hear.)

Lord Falmouth said he understood this resolution connected itself with matters relating to the Duchy Courts only, for this reason—if the committee was directed to consider other points than these, it was impossible to tell how far their labours might extend, or where and when they would end; the committee being to be appointed for special purposes, should be confined to matters that related mainly to the subject before it, and not be allowed to meddle with other matters; he would be happy to state what had taken place between himself and the duchy at a proper opportunity.

Sir Charles Lemon meant to leave the whole question open for the consideration of the committee; the original plan he had in view was to throw before the meeting then assembled only certain suggestions, pledging them to nothing but that those suggestions should be laid before the committee for its consideration, and that all persons who had any observations to make, should do so to the committee. It had always been his idea with respect to the matter in dispute, that the framing, not merely of one, but of two or more bills, ought to be left with the committee, who should have the power of introducing therein what Mr. Tremayne had alluded to, if they thought fit; he intended to have included in his suggestions the preclusion of any claims which had not existed for 60 years. On this point, Mr. Abbot, the secretary of the duchy, had said that the officers of the duchy had determined to take the law in such case for their government, and would not interfere with claims of right above the period of 60 years, however these claims might have been in their origin an usurpation. This determination had received his Majesty's sanction.

Lord Falmouth would postpone a reply to Mr. Tremayne's and Sir Charles Lemon's observations, until the subject came before the committee; he thought it would destroy the simple course which the committee were to pursue (if they allowed the introduction of any other matter) with regard to the question more immediately before the meeting, than that of the Duchy Courts, and trusted that Mr. Tremayne would consent to exclude from the labours of the committee any other matter or thing than related to that particular question.

After a warm discussion as to this point, Lord Falmouth proceeded to say, that Sir Charles Lemon had lost sight of the existence of another committee for this purpose, appointed at the meeting in December last. If it should be the desire of the meeting to supersede that committee, and to give the committee to be now appointed plenary powers, he would bow to their decision, but he still thought that it would not be prudent to introduce the subject. He would now enter on the subject of what had taken place regarding the duchy claims up to the present moment. They would recollect that he received the honour at the last general meeting of having plenary discretion committed to him with respect to the mode in which the address then resolved on must be formed into a memorial and presented to the king. Having first ascertained that the resolutions then passed were in the hands of the Duchy Council, and was the subject of discussion in the council, he demanded an audience of his Majesty, and then presented the resolutions which had been put into the shape of a memorial; and he would read to them a short note of the communication he had with his Majesty: “His Majesty received the memorial, and with good humour told me that he knew the resolutions, which it embodied had been before the Duchy Council, and would receive all due attention. He then inquired of the origin of those claims; and I explained to him what

had taken place on the occasions on which the claims had been made, he then assured me that it was his wish to give the county and duchy any satisfaction that he could reasonably afford.” This took place in April last. After this he received a communication from the Duchy Council, that they had from his Majesty instructions to consider the memorial, which they intended to do. His lordship also received a letter from Mr. Abbot, to the effect that, in accordance with the opinion of Lord Lyndhurst, his Majesty's commissioners would cause an investigation to be commenced with respect to the matter, and as soon as their duties were finished they could communicate with him. After this time, his lordship contented himself with pressing, from time to time, the matter on the attention of the council, expecting, and occasionally applying for an answer, being assured by them that they had a great desire to conclude the business. Before leaving London, on the 2nd of September last, he waited again on the council, and as he knew how desirable it was on his arrival in Cornwall to be able to answer the inquiries that would naturally be made, impressed on them the necessity of furnishing him with their decision, and not longer to leave the Duchy of Cornwall the only exception to the good laws enjoyed by other property. Mr. Abbot on the 9th of September replied, that they were anxious to make a communication on the subject, but that the reports on which alone they could give advice, had not been completed. Since that, he had been waiting for the report of the commissioners, on which the Duchy Council said it would act, and consequently the question remained in the same state as it was before; he had no authority to state that the memorial presented to the king would be acceded to, positively to its whole extent, nor indeed authority to say any thing positive, but if he were asked if it were probable that a satisfactory answer would come from the duchy on the subject, he would reply that he was of opinion, and should be disappointed if such an answer was not given—(hear, hear.)—and he agreed that the county had an absolute right on every good principle to have a concession of the unreasonable demands of the duchy. As for a supposing that the duchy was the only exception to the limitations by the Act of Parliament, which relate not only to the crown, but to the church, in opposition to the generally received principle, that long usage is the best ground of possession, was preposterous, and he could not conceive that it would stand on such unreasonable claims, he expected it on another account, and that was, the anxious desire which his Majesty expressed to grant any thing reasonable to the county of Cornwall; he should have called a general meeting of the county, but was from week to week waiting for the promised communication from the duchy. (Hear, hear.)

Edmund Turner, Esq. observed that it would be impossible to construct a court, without embodying in their instructions to the committee, the remarks Mr. Tremayne had made with respect to these claims. Another discussion, which occupied much time, here took place, the Chairman resisting, and Sir Charles Lemon insisting, that the committee should have power to inquire on this matter as far as they should deem fit, as well as on the matter on which the meeting had ostensibly assembled; during which,

Edward Collins, Esq. expressed his opinion that the claim of the duchy was an opposite question to that of the Vice-Warden's Court; that it ought, consequently, to be the subject for the consideration of a separate committee, and that the committee appointed for this special purpose, at the last general meeting, ought not to be superseded.

Mr. Turner and Mr. Joseph Carne contended for the union of the two committees.

Eventually the Chairman put the original resolution, which was agreed to without a dissentient voice.

The sixth and remaining resolutions were then adopted; and Mr. J. Tippet came forward and stated that the present vice-warden (Mr. Dampier) receives no salary until he enters on the active duties of his office, and would be happy to assist the committee in their exertions to obtain the necessary act of parliament. (Hear, hear.)

The Chairman having left the chair, Edward Collins, Esq. was called on to preside, and a vote of thanks being given to the Earl of Falmouth for his conduct in the chair,

The Earl of Falmouth acknowledged the compliment, and proceeded to address the meeting to the following effect:—He had done his utmost to do his duty as chairman of the standing committee, as well as on the present occasion, and hoped, that whatever might be his incapacity, no gentleman who loved a joke would amuse himself by stating that he had canvassed from the chair. He doubted not that it was a joke, and he hoped that when gentlemen thus indulged their imaginations in this sort of amusement, they would allow him to enjoy the joke as well as themselves. He thought he had hit on the form of canvassing, which was meant by the young gentleman, namely, that he had canvassed for their opinions—their good opinions—by doing his duty. Whether he had done so impartially or not, it was for them to say. (Hear, hear.) He could assure them he was not ashamed of such canvass, and hoped to repeat it on other occasions. His lordship then (as chairman of the committee) fixed on Wednesday next, the 11th instant, at 12 o'clock, for the first meeting of the committee.—The meeting then separated.—*Cornish Paper.*

The Committee appointed at the General Meeting of the Mining Interest, on the 4th inst., met on Wednesday last, at Pearce's Hotel, in this town, the Right Hon. the Earl of Falmouth, in the chair, when, after appointing George Simmons, jun. Esq. of Truro, their Secretary, and adopting plans for the collection of information relative to the defects which exist in the Stannary Courts of this county, and also what alterations would tend to correct those defects. The following gentlemen were added to the committee:—Sir Hussey Vivian, Bart., Davies Gilbert, and J. W. Freshfield, Esqrs., and the Rev. Canon Rogers. The committee then adjourned their next meeting to Saturday the 21st inst., at 12 o'clock, at noon, to be held at the same place. We again congratulate the county on the appointment of so efficient a committee to conduct the important interest connected with our mining affairs, and from its exertions anticipate the most favourable result. The zeal, talents, and perseverance, of the noble chairman, when employed for the advantage of his native county, are too well known to need eulogy from us, and the appointment of the secretary, a gentleman devoted to business, must satisfy those who are interested, that not a moment will be lost in acquiring the necessary information on which to found a bill, or bills, to be brought in at the ensuing session of parliament.—*Cornish Gazette.*

A meeting of the Committee appointed by the Mining Interest to prepare the heads of a bill for the re-establishment of the Vice-Warden's Court, met on Wednesday, 11th instant, at 11 o'clock, at Pearce's Hotel, Truro. The following gentlemen were present:—The Earl of Falmouth, Chairman; Lord Boscawen, Rose, Sir Charles Lemon, Bart., Messrs. Tremayne, Robartes, Enys, J. E. Vivian, Austen, Daubuz, G. S. Boscawen, M. Williams, S. Davey, Colman Harvey, Alfred Fox, Reynolds, T. Teague, R. Taylor, and Dr. Carlyn. The committee proceeded to appoint a secretary: Mr. George Simmons was requested to undertake that office, to which he agreed. Sir Hussey Vivian, Mr. Davies Gilbert, Mr. Canon Rogers, and Mr. Freshfield were added to the committee. After an interesting discussion, it was resolved that certain queries, as to the jurisdiction and practice of the proposed court, should be submitted to three gentlemen of experience in the Vice-Warden's Court, whose opinion thereon should be taken into consideration at the next meeting. The committee adjourned until this day.

## PENOBLES GOLD MINING ASSOCIATION.

The Half-yearly Meeting of this Company was held on the 2nd inst. at the North and South American Coffee-house, as noticed in our last Number. T. B. Horsley, Esq., in the Chair, when the following Report and Accounts were submitted. A conversation took place on the subject of the interest held by the Company, arising from some questions emanating from the late Secretary; from which it appeared that the Contractors had given up to Messrs. English and Walter two bars, or twenty-fourth parts, which had been by those Gentlemen conveyed to the Company, making the interest nineteen twenty-fourth parts, or bars. The meeting expressed the feelings entertained by them to Messrs. English and Walter, for the concession so made. Thanks having been returned to the Chairman, the meeting adjourned.

At the Half-yearly General Meeting, held 2nd November, 1835, the following Report was presented:—

The Directors, in meeting the Proprietors on the present occasion, have to express the satisfaction they experience, in looking forward to the prospects of the ultimate success of this undertaking, confidently anticipating as they do, that before the next Annual Meeting they will have in their power to show to the Proprietors, that the Association will not longer stand in need of aid from hence, while Mr. Sailer's and



Mr. Quin's correspondence will, the Directors presume, fully bear them out in their anticipations. Mr. Quin, in his early advice, stating that he considered the Penoles' Mines to have a fair chance of success, which opinion is reiterated in that Gentleman's letters from time to time up to the very last advice, while Mr. Sadler, whose correspondence is of longer standing, has, from the moment the management devolved upon him, not only deemed these mines worthy a fair trial, by vigorous and extensive workings, and which his recent visits to Penoles have strongly confirmed, but continues to impress more urgently upon the Directors the necessity of this course, and for carrying on more extended operations. These opinions afford the Directors great confidence in the hopes entertained by them, that by the extension of the workings, that object will be achieved; and they are inclined to feel more confident, from both Mr. Sadler and Mr. Quin having recommended the same course; and being further satisfied of the soundness of this plan, when they consider that Mr. Quin has had great practical knowledge, not only of the mines of Penoles, but also of the mines of Mexico in general, and as the Directors are informed, is deemed equal to a practical miner to any that country can produce.

Ample quotations from the correspondence might be made to bear out these conclusions, but as the correspondence is open at all times to the inspection of the shareholders, it is deemed unnecessary here to make any extract. As it might be inquired why these objects could not have been already effected; the directors deem it right to state, that the funds available to Mr. Sadler, from the first instalment of one pound per share, have fallen short of the extent which they had anticipated, after paying off all the incumbrances, to which was added, the circumstance of the extreme scarcity of money at Oaxaca, from want of a "conducta" from Mexico, of which there had been none for many months, thus rendering the negotiation of bills and credit difficult in the extreme. By the former of these circumstances, the amount of £2,000, placed at Mr. Sadler's command, had been reduced to £600, and from the latter cause not more than 3 or £400, had been rendered available until the period of the departure of the last advice, when he had then only been able to effect some further supply of dollars for bills on Mexico, which, with the amount of the late call, would however speedily place at Mr. Sadler's command not less than 10,000 dollars, thus preventing the necessity of any call for some time to come. The directors feel that there is yet another circumstance to which they should draw the attention of the proprietors, in making this report of their proceedings for the last year, viz. that while Mr. Sadler had these impediments to contend with, he had less than usual assistance from the mines, which had yielded but indifferent of late, in a great measure owing to the impossibility of working the stamp heads employed in crushing the ores, through "an extremely dry season," no rain having fallen from October till near July; so that a considerable quantity of ores had accumulated in the Galera. The directors may observe that it is a gratifying feature in this enterprise, to learn that the old workings of the former proprietor of the Augustus Mine were yielding 70 or 80 cargoes weekly of good ore from the refuse, which it was necessary to remove, in order to have the mines prepared for further development, a circumstance corroborating the reported fact that the original proprietor had made large gains from this spot, and thus encouraging the hope the directors entertain of ultimate success, if carried on as Mr. Sadler says, "extensively, perseveringly, and accompanied by prudence and economy," a course they cannot too highly approve. In accordance with Mr. Sadler's wish, they have just dispatched 20 stamp heads, with a view of enabling that gentleman to pursue the workings with increased activity.

The directors, acting fully in unison with Mr. Sadler's sentiments, have, as far as was in their power, limited the expenditure at home, and refrained from taking anything for their services; nor do they intend to do so under present circumstances, or to require an indemnity fund as provided for in the deed. In conclusion, the directors have to assure the shareholders that no zeal shall be wanted on their part, while they continue to enjoy, as they have heretofore done, the support and confidence of the shareholders.

#### PENOLAS GOLD MINING ASSOCIATION.

Financial Statement since the last Meeting, held 4th May, rendered up to 2nd November, 1855.

To balance rendered at Meet.	By remittance to Mr. J. Sad.
Aug. held 4th May 1855, 1819 14 0	Per, 29th June, 500 0 0
Second Instalment, 10s. per share, 1820 0 0	— Ditto ditto, 15th August, 350 0 0
	— Ditto ditto, 15th October, 500 0 0
	— Machinery, 30 Stamp-heads sent to Penoles, 29 0 7
	— Return of Cash advanced on account of loan advanced in 1855, 30 0 0
	— Barker for Advertising, 39 19 0
	— Salaries, Fittings of Office, Office Expenses, &c., 87 6 10
	— Available to Mr. Sadler, &c. for general purposes, 1170 8 10
£2349 14 0	£2349 14 0

#### MINING STATISTICS.

##### TINCROFT CONTINUED.

(From a Correspondent.)

After being idle some time, the discovery of Teague's lode in Wheal Fanny, now Carn Brea, which was not only very productive in that mine, but held a very promising appearance, going west towards the Tincroft sett, led to a resumption of operations. A new engine was erected, and the drainage effected with all possible speed. As the water sunk, cross-cuts were commenced at the different levels for the purpose of intersecting this lode, which lay about 20 fathoms to the south of Dunkin's lode. Several of these levels in the eastern part of the mine went in on a cross course, the lode was speedily cut, and proved to be productive. At the 17, the 27, the 37, and 45 fathom levels opposite the old eastern shaft, it maintained so good a character, that a shaft was immediately sunk on it, and it was worked at this point for a great while with great profit to the adventurers. Down about the 58 fathom level it began to decline, and beyond that it has not been much wrought. It also declined in its progress westward, and has been wrought on but little, if at all, by the tributaries beyond the centre of the mine. The 27 fathom level was extended to a very considerable distance opposite the old engine shaft, for the express purpose of intersecting it towards the western part of the sett; but although some small branches were occasionally found to make their way through the country, not one of them was considered to be worth driving on. The caunter lode next demands our attention: this lode was first discovered at the 58-fathom level, a few fathoms to the west of Marten's shaft, where it struck off from Marten's lode, towards Chapple's lode, in a north-western direction. It quickly became so productive that it was anxiously sought after in the other levels, both above and below. In most of these levels it maintained its good character, and for a long while yielded returns which formed the chief support of the mine. On these lodes becoming unproductive, attention was directed towards the north lodes, viz. Chapple's and Highborough lodes, both of which ultimately assumed important characters. In many places they were worked very successfully for copper, but tin has hitherto been their chief production. The operations on these and Marten's lode during this working extended at some points to the greater part of the length of the sett. The engine shaft on Marten's lode, was sunk about 20 fathoms under the bottom of the old workings on Dunkin's lode; and about 120 fathoms below the adit. At the bottom of this shaft three champion lodes, viz. Marten's, Chapple's, and Highborough, are almost contiguous, and they have severally proved productive to the last point to which the operations have been extended. Very little was done during this working on Dunkin's lode; the operations on it were confined almost, if not altogether, to the tributaries, who at high tributary, beat away some of the old stopes, took away the arches and shot down the sides, after the scrolls and branches left by the tributaries in the former working. These operations occasionally laid open valuable discoveries, but as they could not extend themselves away into whole ground, they were of course merely temporary. At length, owing, we believe, to some dispute between the adventurers respecting some back costs, but by no means on account of the poverty of the mine, the operations were again suspended, and she lay idle for several years. It may be worthy of remark here, as characteristic of Dunkin's lode, that during this interregnum the greater part of the boroughs on the mine which came from this lode were purchased, and carried to the neighbouring stamping mills, and produced valuable returns, appearing in the ticketing papers as Carthew's ore. About two years since this mine was com-

menced working at the shallow levels, the water being partially drained by the Carn Brea mines. The engine has since been set to work, and the mine is now in fork; but they are obliged to cut down the shaft from a considerable elevation, before they resume their sinking. Meanwhile, the operations are almost exclusively confined to the tributaries, who are working in different parts with good advantage to themselves, though as yet with but little profit to the adventurers.

Having given a tolerably minute detail of the nature and extent of the operations hitherto carried on the several lodes of this important adventure, we shall conclude our notice by some observations applicable to the mines of Cornwall generally, as well as to Tincroft more particularly; and as we have already seen what the Tincroft has been, and what she is, we hope that a rational inference may be drawn from these observations as to what she may yet be. We have already seen, more particularly as it regards the working on Dunkin's lode, that having been wrought with abundant success, to a certain point, where the prospects became less favourable, from a complication of causes, the operations became suddenly suspended. This has been frequently the case with the Cornish mines, from a quarrel among the proprietors, a dearth of materials and labour, a depression of the standard, or of tin bills, but more frequently from a predominant inclination of the adventurers, during the prosecution of operations, regardless of the future, to reap the greatest immediate possible advantage at the least possible expense, and from a disinclination on their part, on the mine becoming unproductive, to lay out any part of their realized profits in piercing any bar of dead ground that may lie beyond or below in search of new discoveries, that the adventure has been foolishly abandoned as worthless. The mines thus abandoned lie idle for a few years, when the spirit of enterprise again awakes, operations are again resumed, and by an expenditure of a few thousands the ice is broken, and the second hundred fathoms of the lode in depth is found to be equally, if not more productive than the first. This has been the case with Dolcoath, the Great Consols, and some others, on a large scale. And on a smaller scale these observations will apply to South Roskear, Wheal Crofty, Pool Mine, now East Wheal Crofty, Wheal Fanny, now Carn Brea, and several others, where the lode either beyond or below, and in some cases both are found to yield returns by no means inferior to those of former workings; indeed, in looking through Cornwall, we find few, very few exceptions to this general rule. Hence we infer, that sooner or later this rule will apply to Dunkin's lode, where, according to the extent to which mining operations are carried on on the modern system, there still remain more than 100 fathoms at the deepest point, and in other places much more of that valuable lode yet to be explored, and which no doubt will yet yield some hundreds of thousands profit. The mine is under the management of Capt. Teague, whose abilities and experience have no doubt led him to look at the question in its most comprehensive bearings, and to arrive at conclusions similar to our own; whose means, we hope, will enable him to extend his operations in accordance with these views, and by so doing he will undoubtedly realize profits equal to his most sanguine expectations. Looking at Dunkin's lode in the above point of view, and taking into consideration the junction of the three great north lodes, now all but formed in the bottom of Marten's engine shaft, we cannot but consider Tincroft to be among the most promising adventures of Cornwall.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

**NORTH CORNWALL MINES.** *Wheal Thomas, Nov. 14.*—It affords pleasure to inform you of a considerable improvement in this mine. In the 8 fathom level east, the lode is about 3 or 4 inches wide, very rich, and worth at least 10l. per fathom; we have driven about 9 feet since the improvements. In our last report we noticed the lode as being cut out, and heaved by a slide in the 8 fathom level west, it has since been recovered by a small turning of the level to the right hand; the lode here is of its usual size, with a small quantity of lead. Another pitch has been set of the 8 fathom level, west of that which has been in work during this and the preceding month at same price, 90s. per ton. Engine shaft continues hard, but the 9 fathoms of sinking making 17 fathoms below the adit level, will be completed some time in the ensuing week, after which the cross cut to the lode will be immediately set forward. We are preparing to fix a plunge lift in this shaft. The adit level at Wheal Hope is holed to the east shaft. We commence next week to drive after the lode in the direction noticed in our last report. The water is forked to 23 fathoms, at that level it is intended to fix the first plunge lift which is now in preparation. Capt. B. expects to get into the 20 fathom level on Monday next. The footway thereto is nearly completed.

**EAST CORNWALL SILVER MINING COMPANY, Nov. 16, 1855.** I have to inform you that we have got the cylinder and cylinder-case in the house, and shall have completed the joints by Saturday, so as to screw it to its bottom. I have information that the vessel is now laden at Hayle, with other parts of the castings, and may be expected very shortly. *Wheal Mexico.*—The lode in the back of the adit is improved since my last: the lode in the adit is 6 inches big, but not rich. *Wheal Virgin.*—The lode in this adit is 2½ feet big, very promising. *Wheal David.*—The lode in these adits are also very kindly, from 18 to 20 inches big. *Wheal Georgian.*—The lode here is from 6 to 7 inches big, and increases in size as we advance, is kindly, but not sufficient produce to save. *Wheal Emily.*—The lode in this adit is a foot big, of a very promising character, bluean and mundie.

**BRITISH TIN MINING COMPANY, Nov. 16, 1855.**—The branch of tin in the engine shaft, to which my last report referred, is blended with black copper ore, and is in size from 4 to 6 inches. The two other branches are gone south of the shaft. The summen have sunk the engine shaft 10 fathoms 3 feet from the adit level. I hope in one month we shall be down our extent, viz. 12 fathom 3 feet, and after commencing the plat, the other men will begin to drive, so as to cut the lodes north and south, and I trust we shall make some good discoveries, and realise our expectations.

**ROCHE ROCK MINING COMPANY, Nov. 16, 1855.**—It was not until Saturday last that the levels east of the engine shaft at the 30 and 40 fathom level were set to drive. The 20 fathom level was not set, as there are 2 pitches now in working at the bottom of this level in which the men have a month longer to work, they would otherwise hinder each other in the present state of the workings. There has been no improvement in the lodes at the 60 fathom level, although we have every reason to expect it in the east and on the north lode, this end being the nearest to the junction of the killas and granite. It has been set to drive by 8 men. The winch between the 50 and 60 fathom levels has been set to sink; this will open a piece of good tin ground to be set on tribute when sufficiently drained of the water. The lode in this place is embedded in soft clay. The back of the 60 fathom level east of the sump, on the south lode, has been set to stope on the south branches. The tin in the back of the 30 fathom level on the south lode, still continues good. Treize's adit has been set to drive north to intersect the tin lodes hitherto, has been extended westwards towards the old workings. The killas ground is very soft, the price for driving being only 10s. per fathom.

**REDRUTH UNITED MINING COMPANY, Nov. 16, 1855.**—The lode in the engine shaft is about 3 feet wide, not rich. The lode in the 32 fathom level east of the engine shaft is just the same size as reported last week, with a small quantity of tin ores. In the 32 fathom level west of the engine shaft, we have been opening on the south part of the lode, which we find about 2 feet wide, with good stones of tin ores. The lode in the 22 fathom level east of the engine shaft is much the same size and appearance as last reported. The lode in the 12 fathom level east of the engine shaft is about 4 feet wide, with good stones of tin ores. In the 12 fathom level west, we have cut the south part of the lode, which is about 15 feet apart from the north part, the south part is about 2 feet wide, composed of spar, mundie, and copper ores. The lode in the adit level east of Gooding's shaft is about 3 feet wide, ground soft, we have set 4 fathoms at 25s. per fathom. At Buckett's we are driving the adit level west of Ashton's shaft, on a branch which is producing a small quantity of copper ores.

**NORTH CONSOLIDATED MINING COMPANY, Nov. 16, 1855.**—The engine shaft is now down 10 fathoms 2 feet under the 50 fathom level, the ground is much the same as it has been for some time past; till driving the 30 fathom level north towards the caunter lode. Still clearing the 30 fathom level west, we have not found the end as yet. In the 20 fathom level north we are driving in a branch westward—it is of a good size, and a small quantity of jack and copper ore—we are still driving the 50 fathom level north to cut the caunter lode. The 20 fathom level east from engine shaft still cutting south through the lode, it is very large, com-

posed of jack, spar, copper, ore, lead, &c. We have driven north from the 20 fathom level at Williams' 9 or 10 fathoms, and cut what we call a part of the caunter lode some very fine yellow ore, spar, &c. Immediately we were driven away by the water, and have not done anything since—we must wait the event of the flat rods to prove this place. The 10 fathom levels east and west at Williams', the lodes are of good size, composed of jack, ore, &c. We shall suspend the same until the flat rods go to work, and clear the water out of the old mine. We are still clearing the shaft, adits, and levels, in the western part of the mine, and doing all we can so far as to make the best preparation for any further trial.

**ALBION COPPER MINING COMPANY, Nov. 17, 1855.**—I am glad to state, since my last, the ground in Mithian shaft is much improved in appearance, and softer for sinking—sunk in the last week about 3 feet. The lode in the 40 fathom level east from engine shaft is about 4 feet wide, composed of ore, spar, &c. This level is much improved since our last. The lode in the 40 fathom level west from engine shaft is 5 feet wide, poor. The lode in the 30 fathom level west from engine shaft is 2 feet wide, producing stones of ore. The 60 fathom level west from Wheal Liberty engine shaft is driven about 10 feet, lode 2 feet wide, composed of ore, mundie, and spar. This end has a promising appearance. Last night in course of driving we met with an increase of water, which has drawn the winze under the 47 fathom level west dry—we shall commence sinking it immediately. The lode in the 60 fathom level east from engine shaft is 2½ feet wide, producing stones of ore. The lode in the 47 fathom level east on the caunter lode is 4 feet wide, producing about half a ton of ore per fathom. The lode in the rise of the 40 fathom level west from cross cut, on the north lode is about 15 inches wide, producing about half a ton of ore per fathom. The new lode east and west from the cross cut south from engine shaft is about 15 inches wide, producing a little ore.

**SOUTH WHEAL LEISTRE MINING COMPANY, Nov. 17, 1855.**—Since my last, of the 7th inst., the water has so much decreased, that we are again able to resume operations in sinking our engine shaft. The walls of the smith's shop will be completed by the end of next week. The foundation of the engine-house is about finished; tenders for building the engine-house, &c. will be immediately issued.

**PERRAN CONSOLIDATED MINING COMPANY, Nov. 16, 1855.**—We made a contract on the 9th inst. with Harvey and Co. of Hayle, for an engine of 60-inch cylinder, to be delivered within five months from the above date, and are just ready for the masons to commence building the engine-house, and the men are getting on well in sinking the engine-shaft. We have a very promising lode in the adit level, driving west on Anthony's lode; it is 3 feet wide, with very fine stones of lead ore, mundie, and what we call canan spar, and are getting on well with our works generally.

**EAST WHEAL STRAWBERRY MINING COMPANY, Nov. 16, 1855.**—The cutting of the plat at the 15 fathom level at Groust's shafts will be completed in a day or two, when we shall resume the sinking of the winch shaft. The sinking of the engine shaft is continuing in speedy ground. On Monday last we began to drive a cross cut south at this level, to cut Trewhith south lode. The ground (very promising killas) since its commencement is more favourable to its speedy extension.

**REDMOOR CONSOLIDATED MINING COMPANY, Nov. 16, 1855.**—Johnson's lode, in the 10 fathom level west of the lead lode, though not so productive, continues much the same in regularity and size. Johnson's shaft is about 30 fathoms below the adit level, and we shall shortly commence driving a level at that depth, to cut the lead lode and Johnson's lode. The ground continues favourable for sinking Wilkinson's shaft, which is about 3½ fathoms below the 10 fathom level.

**BRITISH COPPER MINING COMPANY, Nov. 18, 1855.**—Since my last report the lode in the 52, which was poor, has improved, it is from 6 to 8 feet big, producing good work. The lode in the 52 fathom east is much the same as to quality, but more promising, and not so hard. The lode in the 42 fathom west is not altogether so rich as last week, but the 42 fathom east is improved.

**ENGLISH MINING COMPANY, Nov. 10, 1855.**—We sample to-day at Great St. George, 332 tons, and at Wheal Prudence 106 tons, the quantity of the latter mine (being for two months only) is certainly most gratifying. When the general report was written nothing had been done in the new end at the 42 fathom level. Wheal Prudence, as named in the setting report, but the result of the proceedings of the past week has been most animating, the latter having greatly improved, and is now (like all the rest of the levels on this new and interesting lode) producing nearly 2 tons of ore per fathom.

**POLBREEN MINE, Nov. 7, 1855.**—Since my report of the 31st ult. we have ascertained the lode in the bottoms to be 6 feet wide, composed of capel, spar, a little mundie and tin, with excellent rocks of ore, although for the whole size it is not rich. In consequence of the extreme heavy rain this week we have shared the same fate as our neighbours, in being overthrown with water, both in Stainby's and Thomas's shaft, and consequently obliged for the present to suspend their workings—we have, however, employed the men (which we hope is only for a few days) to extend the cross cuts under each shaft with more dispatch, and also applying greater force in the bottoms in order to expedite that necessary work under present circumstances. All other operations are going on much as usual, or as stated in my last.

**Nov. 14, 1855.**—We have commenced again drawing the water from Stainby's and Thomas's Shaft, and should the weather be favourable we hope in the ensuing week to commence sinking. Vice's shaft is divided down to the shallow adit, and the men are now employed cutting whinplat at said level. The ground in the cross cut is favourable. The lode in the bottoms continues large (out of the usual size) about 8 inches of which is solid ore. The remainder being upwards of five feet wide is also impregnated with ore throughout. In the deep adit we have just begun breaking the lode, which is also large from 3 to 4 feet wide, and the appearance altogether of a very flattering nature; in my next however, I shall be able to give you more particulars.

##### FOREIGN MINES.

**IMPERIAL BRAZILIAN MINING COMPANY, Errata.**—In auditor's account of last week, for—

lbs.	oz.	dwt.	
296	1	0	Extracted from the gold.
3	0	0	
217	0	12	
296	1	0	Extracted from the gold.
3	0	0	
217	0	12	

And for 16 ounces, read 1,600 ounces of Palladium as part of the Asses.

COPITAL MINING COMPANY, Nov. 21, 1855.—Arrivals and sales of copper ores received by the above company, with the profits realized at the same.			
	Tons.	£.	s. d.
July 21, Wenwick, 243	(Net profit) 2,062	16	8
Oct. 1, Sarah Ralston, 410	5,472	9	6
Nov. 21, Libra, 233	2,103	15	0
Total, 886	(Net profit) 9,639	1	0
Emma Mathilda, 200	not arrived.		

**ROYAL COBRE COPPER MINES.**—Since January 1, of the present year, there have arrived at Swansea 18 vessels, which have landed 3,830 tons of ore. Of the above 3,830 tons—2,327 tons are the produce of the first seven months of the present year. Sales of ores have already been made, netting the sum of £30,000 and upwards. On the 11th of this month 280 tons were sold at Swansea, producing £5,600, and 250 tons just arrived have been sampled, and are advertised for sale on December 2, next. It is expected that about 800 tons of the produce of the subsequent months of the present year will be at Swansea by the end of next month.

**Coal.**—The burning of coal was prohibited in London in the year 1308, by the royal proclamation of Edward I. In the reign of Queen Elizabeth, the burning of coal was again prohibited in London during the sitting of Parliament, lest the health of the knights of the shire should suffer injury during their abode in the metropolis. In the year 1643 the use of coal had become so general, and the price being then very high, many of the poor are said to have perished for want of fuel.—*Bakewell's Geology.*



## REVIEW.

**The History and Description of Fossil Fuel, the Collieries and Coal Trade of Great Britain.** By the Author of the *Treatise on Manufactures in Metals in Lardner's Cyclopaedia*. 8vo. pp. 478. Whittaker and Co.

This very interesting work will amply repay the reader who is desirous of obtaining accurate information upon a very important subject. The author has proved himself fully qualified for the undertaking, and judiciously observes:—

"That a comprehensive but somewhat compendious notice of the whole subject, as announced in the title page, and arranged as a sort of monograph, while it would be convenient and useful for the library in general, could hardly fail to be acceptable to many persons, who, without wishing to push their inquiries into those voluminous publications through which the matter lies scattered, much less who think of embarking capital in the coal trade on the credit of any literary recommendation, might nevertheless be glad to meet with a succinct description of what has been done in the various departments, and the bearing of which is actually so important."

The author has indeed taken a comprehensive view of the nature, sources and uses of combustion in the arts and sciences, and for domestic purposes. His geological illustrations are highly interesting, and he has throughout rendered the work, both useful and instructive, and entered fully into the natural history of coal, with a description of the coal formations—the different kinds of coal and the places from whence they are obtained at home and abroad. The fiscal regulations of the coal trade, are given and explained, and indeed every subject connected with the shipping and delivery of this important article of consumption fully detailed. It is impossible in this notice of the work before us, to do justice to the author. The work altogether well got up, and illustrated with many excellent wood cuts. The following extracts will be read with interest:

Speaking of the "Davy" Lamp the author states, that

"In August 1831, pending the publication of the Life of Davy, Dr. Paris wrote to Newcastle to obtain the latest intelligence relative to the use and advantages of the safety lamp. To one of those letters of enquiry, addressed through Sir Cathbert Sharp, Mr. Buddie replies, 'If the Davy lamp was exclusively used, and due care taken in its management, it is certain that few accidents would occur in our coal mines; but the exclusive use of the "Davy" is not compatible with the working of many of our mines, in consequence of their not being workable without the aid of gunpowder. In such mines, where every collier must necessarily fire, on the average, two shots a day, we are exposed to the risk of explosion from the ignition of the gunpowder, even if no naked lights were used in carrying on the ordinary operations of the mine. This was the case in Jarrow Colliery, at the time the late accident happened. As the use of gunpowder was indispensable, naked lights were generally used, and the accident was occasioned by a bag of inflammable air forcing out a larger block of coal in the face of a drift, from a fissure in which it had been pent up, perhaps from the creoson, and firing at the first naked light with which it came in contact, after having been diluted down to the combustible point by a due admixture of atmospheric air. As to the number of old collieries, and old workings which have been renovated, and as to the quantity of coal which has been, and will be saved to the public by the invention of the "Davy," it is scarcely possible to give an account, or to form an estimate. In this part of the country," continues Mr. Buddie, "Walker's Colliery, after having been completely worked out, according to the former system, with candles and steel mills, and after having been abandoned in 1811, was reopened in 1818, by the aid of the "Davy," and has been worked on an extensive scale ever since, and may continue to be for an almost indefinite period. Great part of the formerly relinquished workings of Wall's End, Willington, Percy Main, Hebburn, Jarrow, Elwick, Benwell, &c. &c. as well as several collieries on the Wear, have been recovered, and are continued in work by the intervention of the "Davy.""

We consider this subject so important, both in a scientific point of view, and also as affecting the safety of those employed in underground operations, that we hope to see the attention of our readers particularly directed to the point, and shall willingly devote a portion of our columns to any observations that may appear calculated to elucidate and settle the important question as to the security of the Davy lamp. We are in the following extract more at home:—

The Cornish miners have often been referred to as being a remarkably observant and intelligent race of men; combining, as they commonly do, each in his own person, the labourer, the adventurer, and the merchant, they have acquired a degree of shrewdness and industry that could not fail to be noticed, especially by strangers with whom they came into contact. The colliers, on the other hand, whether less knowing or not, have been in this respect, at least, less known; they have almost uniformly been the servants of capitalists, between whom and the actual labourers there have existed several gradations of rank, so to speak; the duties of the uppermost of which, however, bear very lightly, if at all, on the real independence of the lowest, the latter, indeed, frequently rising meritoriously from the bottom to the top of the scale. Many honourable instances of this might be mentioned. It is no proof of the general intelligence of any body of operatives, that men of talent have occasionally risen from among them to distinguished stations in society; but it is natural to associate the ultimate fame or notoriety of an individual with his original calling, and this without the least disparagement or disrespect. It is on this principle that one feels a certain description of interest in knowing that the late celebrated Dr. Hutton was originally a brewer employed in Old Long Benton Colliery; that Mr. Stephenson, the intelligent engineer of the Liverpool and Manchester Railway, was originally a coal miner; that the late Rev. W. Huntingdon, an eccentric, but talented preacher in the metropolis, was a coal-heaver; and even that the late "king of the conjurers" the ingenious Ingelby was called, was a pitman, who first practised slight of hand among his companions on the Tyne. Thomas Bewick too, "the celebrated xylographer and illustrator of nature," may be mentioned as another instance. His father was a collier in the neighbourhood of Hexham; and Thomas, with his brothers, one of whom died, after giving promise of high excellence in the beautiful art of wood engraving, was early immersed in that subterranean, laborious, and loathsome employment. "I have heard him say," remarks his friend, Mr. Davostan, "that the remotest recollection of his powerful and tenacious memory was that of lying for hours on his side, between dismal strata of coal, by a dimming and dirty candle, plying the pick with his little hands, those hands afterwards destined to elevate the arts, illustrate nature, and promulgate her truths, to the delight and instruction of the moral and intellectual world."

After adverting to the consumption of coal in the manufacture of earthenware and glass, the author gives the following statement respecting the manufacture of gas.

"An important item in the consumption of coals presents itself in the manufacture of gas; a commodity formerly known in our domestic commerce, but now produced on a large scale in most of the large, and many of the smaller towns of the kingdom; of the number or extent of these gas works we are now informed. Mr. Lowe, superintendent of two of the Chartered Gas Company's establishments in London, once stated that the coal imported by that body alone in the year 1830 was about 40,000 imperial chaldrons; and in 1834 it was stated by Mr. Brand, in a lecture at the Royal Institution, that for the total supply of gas to the metropolis there are required 200,000 chaldrons of coals, yielding 2,400,000,000 cubic feet of gas, the gas weighing 75,000,000 lbs. The light thus produced was stated to be equal to 160,000,000 lbs. of mould candles of six to the pound; the bulk of the coal being equal to 10,800,000 cubic feet, or 400,000 cubic yards."

The quantity of coals consumed at the various iron works in this kingdom is enormous. The quantity of iron annually manufactured in Wales has been calculated at about 270,000 tons; of this quantity a proportion of about three-fourths is made into bars, and one fourth sold as pigs and castings. The quantity of coal required for its manufacture, on the average of the whole, including that used by engines, workmen, &c. will be about 5½ tons for each ton of iron; the annual consumption of coal by the iron works will therefore be about 1,500,000 tons. The quantity used in the smelting of copper ore imported from Cornwall.

in the manufacture of tin plate, forging of iron for various purposes, and for domestic uses may be calculated at 350,000, which makes altogether the annual consumption of coal in Wales 1,850,000 tons. The annual quantity of iron manufactured in Great Britain is stated to be about 600,000 tons, in the working of which, if we assume the ratio furnished by Wales, there will be consumed about 5,550,000 tons of coal yearly."

We close our notice with the following extract:—

"The consumption of coal in London has been variously estimated; Mr. Buddie, of Newcastle, and Mr. Horne, a Westminister merchant, both state it to be about a million and a half of chaldrons per year, five or six thousand chaldrons per day. H. Taylor, Esq. agent to the Duke of Northumberland, gives the following as an analogous estimate of the consumption of coals in Great Britain. The annual vend of coals carried coastwise from Durham and Northumberland, is 3,300,000 tons; adding one-fifth more for home consumption, we have 3,960,000 tons. This quantity supplies about 5,000,000, and supposing the whole population of Great Britain to be 150,000,000 this must be trebled; for though those two thirds of population are perhaps less able to afford fuel, yet, taking into consideration the manufacturing districts, and the cheapness of coal in the interior, the estimate will not be too high at 11,880,000 tons. This authority assigns as the produce of our iron works 600,000 tons; to produce which requires at least four times the quantity of coal in making even pig metal, and the extraordinary consumption in smelting the ores of the Cornish mines, 3,000,000 tons. These items, taken collectively, give the amount consumed in Great Britain as 14,880,000 tons; to which if we add, as exported to Ireland, 700,000 tons, the total consumption of the united kingdom is 15,580,000 tons."

## SUGGESTIONS FOR THE USE OF THE BLOWPIPE BY WORKING MINERS.

By John Pridmore, F.G.S. Cornwall.

(Continued from page 89.)

When a metallic bead is produced, it may be pure silver, tin, lead, bismuth, copper, gold; or iron, copper, nickel, or cobalt, alloyed with arsenic; or a mixture of various metals. Gold and silver may be distinguished by not losing their brilliancy in the outer flame; tin by its whiteness and softness; lead and copper are immediately distinguished by their colour; and bismuth by fuming and evaporating in the reducing flame. The arsenical alloys and compounds, not clearly distinguishable by these means, nor by their streak upon the black flint, must be examined by fluxing with borax.

If it give green on pipe-clay, it is copper, though it happen to be bleached by the arsenic. If blue it is cobalt. If orange, yellow while hot, and the colour fly on cooling, it is iron or nickel; and these are distinguished by their reducing flame on charcoal, where the borax bead is bottle-green with iron, but almost colourless with nickel. If the metal yield no bead, but pass off in vapour, it is quicksilver, arsenic, antimony, bismuth; or, possibly, tellurium, cadmium, or zinc. If the vapour smell strongly of garlic, it is arsenic. If it leave a circular halo on the charcoal, it is antimony, tellurium, bismuth, or cadmium. If the halo be white, it is antimony. If orange yellow, it is to be subjected to the reducing flame. If it disappear easily, tinging the flame green, it is tellurium. If it evaporate with difficulty, and without tinging the flame, it is bismuth. If it be red, or orange red, it is cadmium. If the mineral evaporate readily with no colour, or only that of sulphur, and without leaving a white or yellow halo, it probably contains quicksilver; which is proved, if, on mixing a portion of it with soda and iron filings, heating it on charcoal, and holding a bit of gold coin on the vapour, the quicksilver will show itself on the coin. If, using soda with the reducing flame, the assay burn, after a while, with a pale-green flame and white smoke, covering the charcoal with a white flaky powder, it contains zinc. If it will neither yield a bead of metal or volatilize, but attract the magnetic needle after the operation of the reducing flame, it most probably contains iron; but it may be nickel or cobalt: easily distinguished by fluxing with borax. If the mineral, or the residue, after part has evaporated will neither yield a bead, volatilize, nor attract the magnetic needle, we have then to flux it with borax; and the following table will show what it contains:—

In the reducing flame, on charcoal.	In the calcining flame, on pipe-clay.	The metal is	Estimation.
Blue .....	Blue .....	Cobalt .....	Valuable, for colouring glass, &c.
Bright Green .....	Colourless .....	Chromium .....	Valuable, for Paints.
Colourless, or reddish .....	Blueish green .....	Copper .....	Valuable.
Bottle-green .....	Orange, while hot, bleaches in cooling.	Iron .....	(Of no value unless near coal.)
Pale .....	As iron .....	Nickel .....	Valuable.
Dirty green .....	Yellow .....	Uranium .....	Not used.
Purple .....	Colourless .....	Titanium .....	Valuable.
Colourless .....	Purple .....	Manganese .....	(Valuable for bleaching, &c.)

Copper is reduced to the metallic state in the reducing flame; and hence, when in quantity, shows itself in its usual red colour in the bead. In mixtures of metals the indications are sometimes ready enough. If, on pipe-clay, we find the borax tinged between orange and purple while hot, and becoming purple on cooling, whilst it gives a bottle-green on charcoal, we immediately perceive the indications of iron and manganese; a very common mixture. If, again, we find it bright green on pipe-clay, and emerald-green on charcoal, a mixture of chrome and copper is indicated. But it more frequently happens that mixtures of metals give ambiguous results; and that they can only be ascertained by caution and perseverance. Although most of this is sufficiently easy, it requires a little practice; and, to give the operator confidence in his results, this is best performed upon substances which he knows to contain the metals he assays for. Thus, if he operate on common mundie, he is certain, after a sufficient time of roasting and heating on charcoal, to obtain a residuum capable of affecting the magnetic needle. White mundie will leave the same residuum, after giving off an arsenical smoke. Green copper (malachite) will be sure to yield a bead of copper on charcoal, and will as certainly produce a fine green with borax on pipe-clay. Any of the ores of lead may be promptly reduced to a metallic bead on charcoal. The vapour of antimony may be easily distinguished from that of arsenic by the garlic odour of the latter. A minute particle of manganese will tinge borax a fine purple, on pipe-clay, in the outer flame; but on charcoal, in the blue flame, a much larger portion, dissolved in borax, will become limpid and colourless. A particle of titanium ore will give an opposite result, bleaching on the pipe-clay, and becoming purple on the charcoal. The experimenter should also not fail to reduce tin ore by the aid of soda, and some ore of zinc by the same means, that he may become acquainted with the appearance in these assays. Thus varying his practice as materials happen to fall in his way, he will quickly acquire familiarity with the appearances and results, and feel confidence in any assay he may undertake.

(To be continued.)

## CHILI.

The republic of Chili comprises that portion of the south western side of South America, situated between 25 and 44 degrees of south lat. possessing a line of coast on the Pacific Ocean upwards of 1,300 miles in length; its breadth between the Andes and the sea varies from 60 to 160 miles. These mountains divide Chili on the land side from the territories of Buenos Ayres, and are composed of three parallel chains or ridges, the highest summit of which rises to an elevation of about 20,000 feet above the level of the Pacific Ocean. There are reckoned 14 volcanoes in the Andes bordering upon Chili, but only two have craters in a state of eruption; earthquakes are however very frequent, the violent shocks which occurred in February has totally destroyed the City of Concepcion, with several of the neighbouring towns. Valparaiso suffered from a like calamity in 1822, and Copiapo in 1818. The only rivers deserving of notice in Chili are the Maule, Bio Bio, and Valdivia, all situate in the southern part; most of those in the north being mere rivulets.

Chili is properly divided into 14 provinces, containing altogether an extent of territory of 65,000 sq. miles, with a population of somewhere about 550,000 inhabitants; its chief city Santiago is distant about 90 miles from Valparaiso, and contains about 35,000 inhabitants. The principal sea ports are those of Chiloe, Valdivia, Concepcion, Valparaiso, Coquimbo, Huasco, and Copiapo.

The chief wealth of Chili consists in its copper and silver mines, the most valuable of which are situated in the northern districts of Copiapo, Huasco, and Coquimbo, the southern provinces are almost wholly engaged in agriculture and the rearing of cattle. The climate of Chili is every where temperate and salubrious: the northern districts are however extremely arid, owing to the want of rain, and are consequently almost dependent on the southern provinces for supplies of grain and provisions. The natives are docile and friendly disposed towards foreigners.

Chili, whilst tributary to Spain, hardly possessed sufficient resources to defray the charges of her local government; the enormous expences occasioned by the ten years war of independence totally annihilated the resources of the country, and gave rise to the present domestic debt. By the expulsion of the Spaniards Chili also lost some of her most industrious population, and with them the greater part of the wealth they had accumulated during the war: mining and agriculture were totally neglected, and nearly all the cattle destroyed. In 1820, the government of Chili fitted out a considerable naval armament in order to drive the Spaniards out of Peru, and to defray the expences of this expedition had recourse to a foreign loan, which has burthened the country with a debt of five millions of dollars, although only a very small portion of the proceeds found its way into the treasury. Five years have however now elapsed since peace and tranquillity were restored in Chili, and public credit in a great measure been re-established, whilst the resources of the country have gradually improved; moreover, the security afforded by the laws to foreigners in their persons and properties has induced many industrious individuals to come and settle in Chili. Valparaiso having also been declared a free port an immense amount of merchandise is every year deposited there in transitu, and this place is likely to become the mart of the Pacific, where the manufactures of Europe may be exchanged against the productions of America and Asia.

The domestic debt of Chili has originated in part from the arrears due by the public treasury prior to the revolution in 1810, and which, together with the debts contracted during the war of independence, form a total of nearly 2,800,000 dollars. The bonds representing this debt are divided into 3 classes, viz.

1. Consolidated debt entitled to interest, whereof	
445,000 dollars receive 6 per cent. per annum	
199,000 .....	ditto ditto
125,000 .....	ditto ditto

Total 769,000 dollars.

2. Floating debt, registered, but not entitled to interest, amounting to 1,100,000 dollars, and

3. The unregistered floating debt, also not entitled to interest, supposed not to exceed 900,000 dollars.

The minister of finance proposes that the whole of the floating debt should be funded, allowing interest on the same at the rate of 4 per cent. per annum, instead of applying the surplus revenues of the treasury in buying up the bonds, as has been hitherto practised.

The foreign debt of Chili arises out of the loan contracted in England in the year 1820, amounting to £1,000,000 sterling, and of which about £100,000 has been redeemed, leaving £900,000 in circulation, and requiring, at 6 per cent. interest, a remittance of at least 540,000 dollars a year to provide for the dividends and charges of management on the loan. The last dividend paid on these bonds was that for the half year due on the 30th of September, 1826, leaving 6 years of interest in arrears, or about £450,000. The minister of finance, in his report last year, regrets that the government have hitherto been unable to fulfill their engagements with their foreign creditors, owing to the general disorganization of the financial system, and the prior public claims pressing on the state, but flatters himself that the period is not far distant when the surplus revenues of Chili will enable him to accomplish this most desirable object.

The whole amount of the revenues of Chili during the five years ending 1834, have averaged 1,700,000 dollars, or about £320,000 a year.

In 1830 the receipts were 1,600,000 dollars.	
1831 .....	1,500,000 do.
1832 .....	1,650,000 do.
1833 .....	1,770,000 do.
1834 .....	1,850,000 do.

showing an increase of 120,000 dollars during the last 3 years.

The amount of duties paid at the various custom-houses during the above period has averaged 900,000 dollars a year; the licenses for the monopoly of the sale of tobacco, spirits, and wines, with the duties on consumption, and the receipts from the various branches of the post office, stamps, patents, and the mint, have generally produced about 800,000 dollars a year; the taxes called the *dizimo* and *alcabala*, which brought in about 300,000 dollars a year, have since been abolished; the minister in his statement estimates the surplus revenue over expenditure at 120,000 dollars.

Particulars of the amount of import and export duties received at the principal custom houses in Chili during the year 1833.

Valparaiso .....	760,000 dollars
Concepcion .....	28,000
Coquimbo .....	94,000
Huasco .....	24,000
Copiapo .....	19,000
	925,000 dollars

Particulars of the revenue and expenditure of Chili for the year ending June, 1834.

REVENUES.	dls.	EXPENDITURE.	dls.
Customs .....	970,000	Civil list .....	520,900
Estanco .....	420,000	Finance .....	300,000
Excise .....	300,000	Army .....	560,000
Stamps .....	33,000	Navy .....	60,000
Mint .....	50,000	Militia .....	70,000
Post Office .....	20,000	Loan of 1830 .....	100,000
	1,733,000	Interest and sinking fund on domestic debt .....	40,000
			1,650,000

Particulars of some of the principal articles imported into and exported from Valparaiso, in the year 1833.

IMPORTS.	
Woolens, Bays & stuffs .....	3,300
Bombazetts and .....	26,000
Camblets .....	15,000
Carpetting .....	7,000
Cassimeres .....	85,000
Cloths .....	5,500
Flannels .....	1,000
Shawls .....	4,000
Valentias .....	1,000
Muslins .....	6,000
Ginghams .....	170,000
Nansens .....	200,000
Prints .....	75,000
Shawls .....	8,000
Stockings .....	34,500
Thread .....	27,000
Velveteens .....	20,000
Calicoes, Engl. .....	4,400,000
do. Americ. .....	2,000,000
Cotton lace .....	90,000
Printed handkerchiefs .....	105,000
White ditto .....	2,900
Cottons, Col. muslins .....	110,000
Quiltings .....	70,000
Britannias .....	17,000
Linens, Platillas .....	3,600
Irish .....	3,700
Bagging .....	100,000
Sundries, Iron .....	250
Lead .....	35
Copper .....	14,000
Quicksilver .....	47,000
Paper .....	15,000
Sugar .....	33,000
Cinnamon .....	7,500
Sperm Candles .....	13,000
Chairs .....	12,000
Hats .....	450
Shoes .....	1,000
Silks, Handkerchiefs .....	12,000
Ribbands .....	70,000
Satin .....	60,000
Sewing .....	2,500
Hose .....	1,000
Shawls .....	18,000

EXPORTS.	
Chilian produce.	
Copper, in pigs .....	600 tons
Hides .....	120,000
Chinchilla skins .....	600 doz.
Seal skins .....	18,000 doz.
Silver .....	82,000 dols.
Gold .....	4,600
Dollars .....	1,040,000
Produce of other Parts.	
Indigo .....	90,000 lbs.
Mother of Pearl .....	900 lbs.
Tortoiseshell .....	800 lbs.











